

IND

model car Science

APRIL 1965

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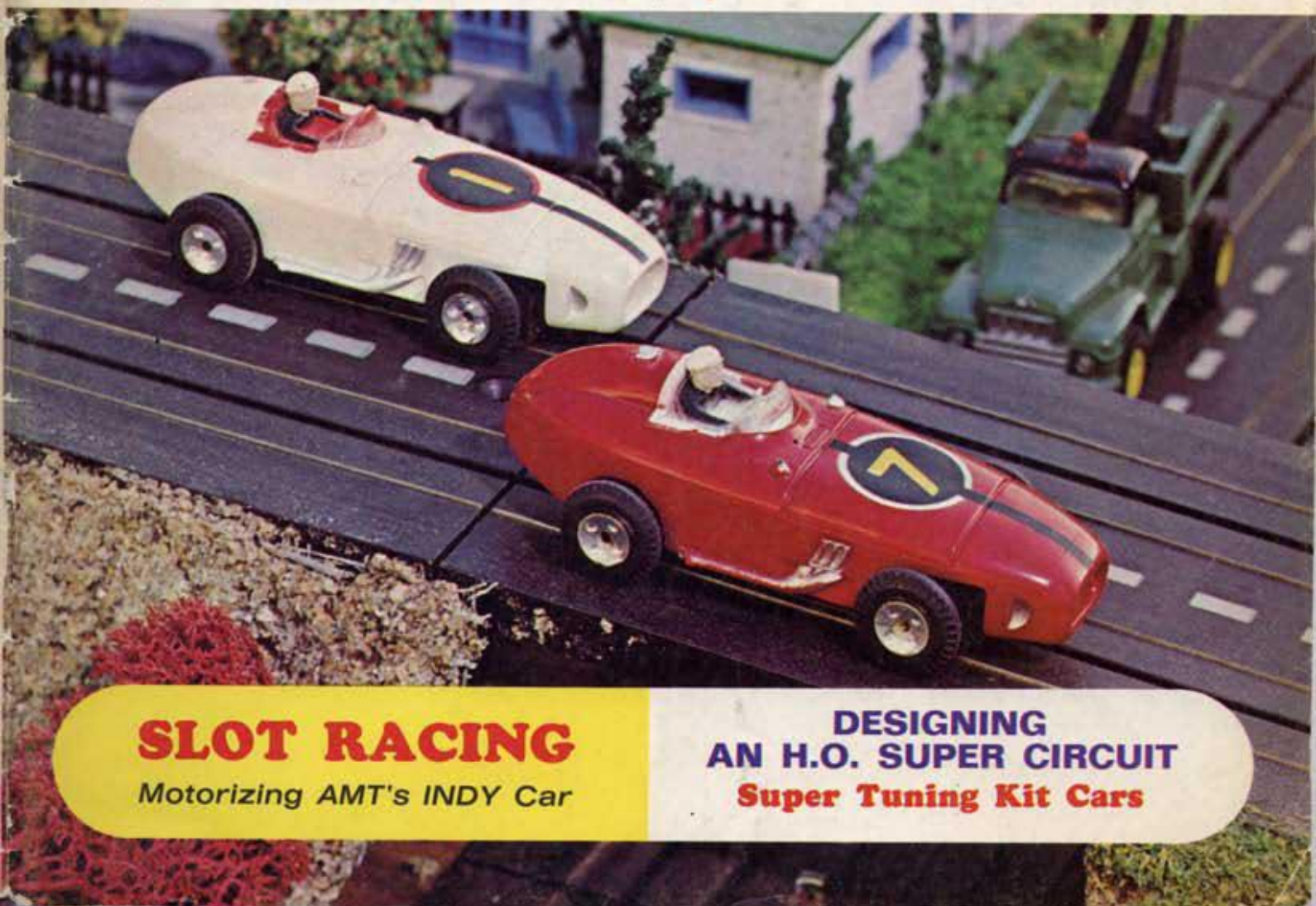
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(don't think we're kidding). Also, there are a hundred other sur-prizes. Have a good weekend.

When you're at your dealer check out the latest Finks from Revell...the beautifully hideous Angel Fink (the world's first girl fink) and (it's a birdfink, it's a plain-fink—no, it's you-know-who) Superfink. And if you want a free autographed photo of Ed "Big Daddy" Roth, just write: Revell, Inc., 4301 Glencoe Avenue, Venice, California.



Monster designs © 1964 by Ed Roth

Model Car Science April 65
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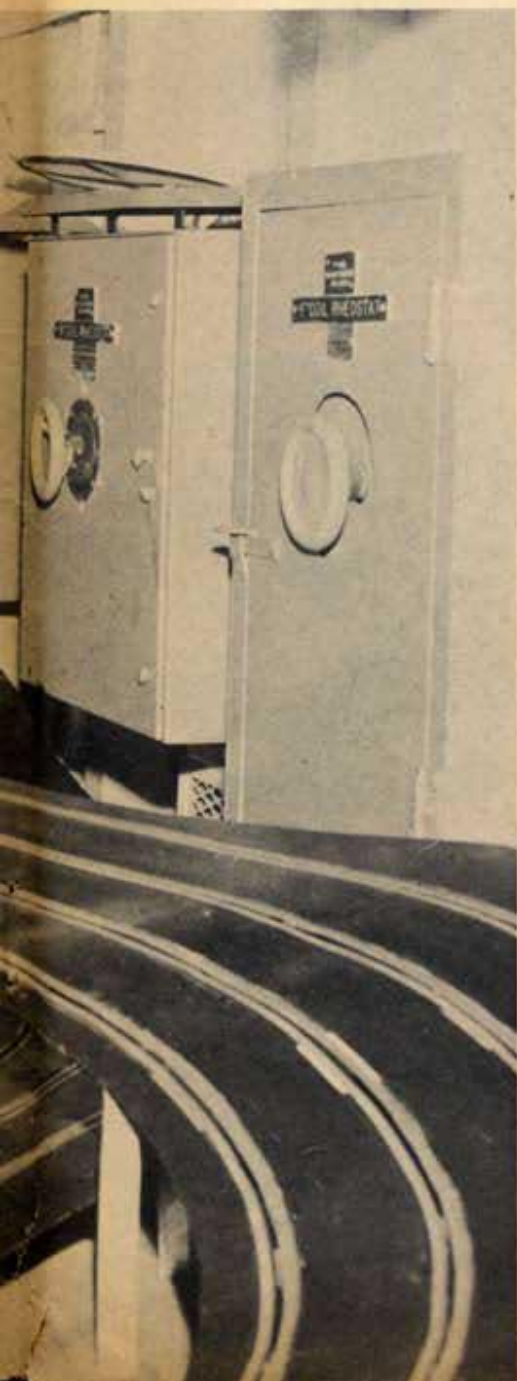
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els take at top speed, and chicanes, points at which the slots squeeze so close together that cars in adjacent lanes can collide.

Most tracks are made of wood or other fibrous material, but MEMRC members chose to employ sheet metal because it is easier to form and can be banked higher. Crewmembers have installed the track in the Markab's degaussing generator room on the main deck.

Most Markab enthusiasts have made their own cars. These cars are accurate scales of authentic autos, ranging from sports cars through stock and customized dragsters to formula racers.



VETTE VS JAG — And the Corvette seems to be getting the best of the Jaguar, as Navymen Charles Carlton and Gary Popkin put their cars through a high-speed turn.



PIT STOP — When things go wrong, or a new car is needed, club members go to the crews' lounge where they can work on their cars. L to R are Tom Duffy of Altus, Okla.; Pat Halterman of Reseda, Calif.; and Charles Carlton of Springfield, Mo.

Banking into the highest turn of their 70-ft., sheet metal track, USS Markab Navymen keep precise control over their cars to avoid collisions and spills. Instead of wood or other fibrous materials, the Navymen decided to build their raceway of sheet metal, allowing them to form more intricate turns and steeper banks.



AMT PRESENTS THE

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KIT



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It's wild, it's fun, it's only from AMT! This kit gives you everything . . . easy-to-follow instruction sheet, bright red interior paint, paint brush, glue, full-color decals for the doors. And it's packed with wild features and "chrome" goodies. Better hurry. Get your kit today.



AMT CORPORATION ■ BOX 55 ■ TROY, MICH.

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1:32 scale IN-LINE
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No. 4100 -
4.50 Sug. Ret.
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1:24 scale
IN-LINE for
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MODELMAIL***

SPRINT CARS

On the January '65 cover you have a shot of vintage Indy Cars credited to Robert Clidinst Jr., please advise as to how I can obtain kits, bodies, etc. of these cars and other Indy and Sprint racing cars (1/24 or 1/32).

R. N. Burgess
Durham, Conn.

At present there is no supplier of a complete kit of a Sprint or Indy car for Slot Racing. A.M.T. has an Indy job in both scales, that can be motorized. In fact details of such a conversion are described elsewhere in this issue. There are a few other kits plus a few vacuum formed shells but that does it. For any selection you will have to turn to scratch building.

SATISFIED READER

In the January's issue of MCS, on page 54, the article Souping Up Your Strombecker, well, I did what it told me. Now I've got too much speed! I put it on the track and at 50 miles per hour (on the speedometer) the Cooper flies off the track. That's what I call souping up your Strombecker!

Mitchell West
Oak Park, Ill.

That's our main purpose, to give you information that will be of value to you, and on as many subjects pertaining to the science of model cars as we possibly can. — Ed.

NOT SO SATISFIED

I tried your article on "Souping the Strombecker" and when I assembled the motor it wouldn't run. I've tried everything I could think of and it doesn't work. Please answer in Model Mail of next issue.

Greg Haase
Hazel Park, Mich.

The information does work as indicated by the above letter, however in your case, obviously something must have gone wrong. Two things come to mind: First, perhaps the thin insulation on the brush spring may have come off during the time it was removed from the motor. Both little insulation tubes must remain on the ends of the wire to prevent shorting the circuit. Second, the spring may have been bent too much causing excessive brush pressure, or the brush holders may have become bent during rework. Make sure brushes seat in their proper groove in their mounting plate. If all of these conditions are correct, there is no reason your motor should not run.

TWISTER INFORMATION

I have been reading your fine mag for about two years. It's really a swinging book. I did go in for custom building but now have switched to slot racing.

I was looking through some of my back issues and noticed the article about the MCS Twister in the July '64 mag. I have a few questions about this car! Can this car be bought or do I have to scratch build it? Can a Pittman 65A fit into the body?

Dennis L. Ols
Garfield Hts., Ohio

No one to our knowledge has put out a body on the Twister as described in M.C.S. of July '64, however, as you say if you have seen a clear plastic body of one, perhaps someone has followed our article and is now making one. Without seeing one, it is impossible to say what scale it would be. You could compare it to the plans in the article and if it is the same size, you will have no problem installing a Pittman DC-65A. The original model was set up with a Kemtron, which is a bit larger than the Pittman.

WE JUST MAY

I read your magazine every month and think it's swell, but I like to build all kinds of models not just cars, all the time, so why don't you have an article on power boats or airplanes sometime?

Glenn Robert
Big Bear Lake, Calif.

We feel that the subject of model cars is big enough for us to concentrate on this one subject and try to give you the best coverage possible within this field. However, we could stretch it a point and say any land vehicle, rolling on wheels, could be the basis of a general interest article. In fact, we have just such a one this month on page 39, dealing with old time military items.

AMPS & VOLTS

I'm building an H.O. slot car track in the basement of the house and it is quite large, (12 ft. by 12 ft.). I was wondering if a 22 volt power pack would be enough voltage to run it, or would I have to get a new power pack.

Dennis Salvatore
Yorkville, New York

The amperage in this case is much more important than the voltage available. A lot will depend upon the resistance of your track pickup material as to whether your power pack will be adequate. Best thing you can do is try
continued on page 8



Fred Flypogger
as he looks today.

What do you think
he is really like?

What would you like
to see him doing next?

I'M FRED FLYPOGGER THE HAPPY MONSTER!
506 PRIZES - 6 FOR WINNERS - 500 FOR LOSERS!

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6 1/4 inches high. \$1.00

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Fred Flypogger
as Flip Out.
6 1/2 inches high. \$1.00

Win a U.S. Savings Bond and a colorful, original design sweatshirt painted by Mouse! Even if you miss you can win because 500 sweatshirts go to 500 losers.

It's easy to win! Get one of the Mouse Fred Flypogger Happy Monster kits at your favorite store. Select Super Fuzz, the happy lawman and his super-charged prowl rod, or Flip Out, the surfing beachcomber, or Speed Shift, the fastest shift in the west. They're all Fred Flypogger you know, in his various disguises. Either one will give you ideas.

After you put the kit together, which is a big laugh from start to finish, fill out the contest blank in the kit. Tell in 25 words or less, what you think Fred is really like or what you would like to see him doing next. That's all!

Fred Flypogger kits are the brain storm of Stan Miller, the Mouse! He's the designer of wild custom cars, master of crazy imaginative art and painter of original way-out original design sweatshirts. Get your kit wherever hobby kits are sold and win.



Monogram Models, Inc. Morton Grove, Ill.



Fred Flypogger as Super Fuzz,
6 1/2 inches high. \$1.00

Entry Blank With Simple Rules in Every Happy Monster Kit

Do This First.

Get any one of the three Happy Monster kits and assemble this crazy character. Then fill out the entry blank included in the kit and tell in 25 words or less what you think the cat is really like or what you would like to see him doing next. If for some reason you are unable to enjoy putting the kit together ask your dealer to show you a kit and send your entry on a reasonable copy of the entry blank.

Everyone Can Enter

Boys, girls, adults—everyone is eligible to enter contest except Monogram employees

and agents and others engaged in the sale of Monogram products and members of their families. Entries will be judged for originality, sincerity and aptness of thought. Judges decisions will be final and duplicate prizes will be awarded in event of a tie. This invitation to enter the contest is void in states where such contests are prohibited, taxed or restricted by law.

Contest Closes May 31, 1965

Entries must be postmarked before midnight on May 31, 1965. Main prizes and loser awards will be sent to winning entrants within 30 days after contest closes.

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Model Products Corporation, 126 Groesbeck Highway, Mt. Clemens, Michigan

it when your track is finished. If it does not prove to be satisfactory, be sure any new power supply has a higher ampere rating than your present one.

BODY MOUNTING

I would like to know what I could use as body mounts for slot cars, also what is the best way to mount them?

Bill McDonald
Redwood City, Calif.

So many questions are of such a general nature that to answer them properly is next to impossible. This one is in that category. As most injection molded bodies contain mounting posts, we must suppose you mean the clear vacuum formed type. These can be mounted in a variety of methods and much depends upon the type of body as well as the chassis. There is no one method that will fit all conditions. There are accessory items for mounting to some chassis and other methods use tubing or flat strip stock for mounting.

SIX VOLT CAR SWITCH

I have an Eldon Deluxe Race Set with a safety 6-volt power pack. I would like to know just what other cars I can use with my power pack. Would Revell, Strombecker, Varney or Monogram run off of my power pack.

Henry J. Reid
Streetsboro, Ohio

To perform in a manner that you would call acceptable, there are no other cars that will run on your Eldon track, using the six volt power supply. All the cars you mention use twelve volt motors and require it for adequate performance. The Revell, Strombecker and Monogram cars all use pick ups that will match your track and would run on it.

To use this variety of cars, the best solution would be to purchase a 12 volt power supply.

PERFORMANCE WANTED

I am going to buy a road racing set and would like to know which scale you would recommend, 1/32, 1/24 or 1/25? Do 1/32 cars run on the 1/24-1/25 tracks, on the same voltage? Will Revell, K and B and Monogram run on a Strombecker track?

Barry Vetting
Manitowoc, Wis.

Let's take them in order. Generally speaking, 1/32 scale is preferred because there is a greater selection of cars available. Also a better layout can be obtained in less space.

Track voltage has nothing to do with the scale. Most all 1/32 and 1/24 cars will run on the same track and voltage. Yes, all three cars you mention will run on a Strombecker or Revell track.

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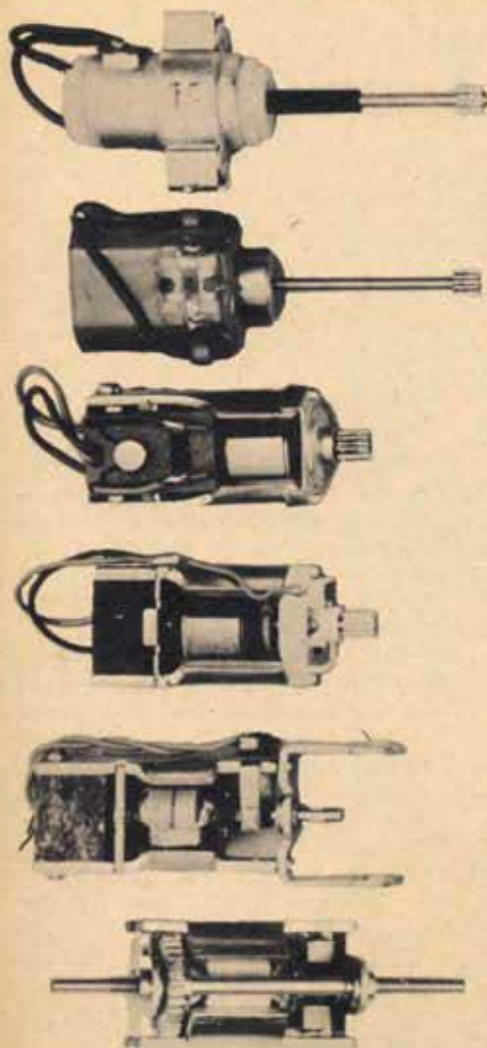
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(Illustrated here: 1965 "Destroyer"
5 pole motor from Strombecker Raceways Division)

When it comes to motors... Strombecker sets the pace!



Yes, when it comes to developing top-quality, power-packed motors—designed exclusively for model car racing—Strombecker scores with the best buys for your money! Today's slot-race trophy winners know they can depend on Strombecker... the oldest, largest, most experienced 1/24-1/32-scale car manufacturer in the business.

Strombecker sets the pace in model road racing:

1959 The Strombecker-Mabuchi, 3-volt motor bows. This silver, 3-pole power plant revved-up to 8,200 rpm... meager by today's standards, but a big step forward in its day. That same year, Bruce McLaren won America's first Grand Prix on the World's Driving Championship schedule at Sebring, Florida, in a Cooper.

1960 An improved, 6-volt Strombecker Mabuchi makes news. Boasting 8,600 rpm, it featured ceramic magnets, carbon brushes and a long drive shaft to fit the first chassis ever designed for a model road racing track. That same year, Phil Hill became the first American since 1921 to win an Italian Grand Prix.

1961 Strombecker announces a 12-volt motor with almost twice the rpm of the old 6-volt. This 15,000 rpm beauty was better built and more powerful than anything else in its field. That same year, Scotland's Innes Ireland won the U.S. Grand Prix with an average speed of 103.22 mph.

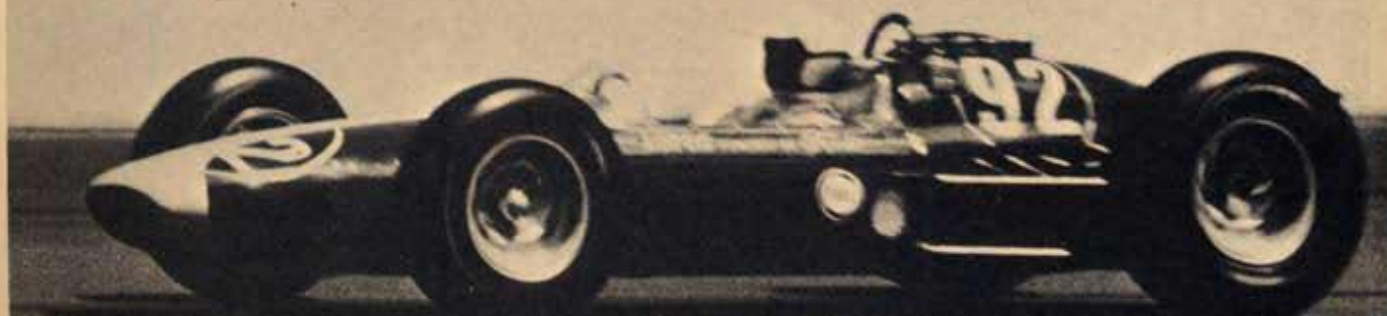
1962 The Strombecker-Mabuchi is completely redesigned. Improvements included a smaller magnet, larger armature and short drive shaft. The motor was placed directly over the rear wheels for the first time, where it achieved better traction for the car despite its slightly reduced rpm of 12,600. That same year, Glenn (Fireball) Roberts set a new World Stock Car record of 158.744 mph.

1963 Another "first" for Strombecker... the first motor designed and built exclusively for slot-racing was introduced. It featured an Alnico magnet, open-type armature with carbon brushes, and a whopping 16,800 rpm. That same year, Parnelli Jones scored another "first" in the Indianapolis 500, with an average speed of 143.137 mph.

1964 The new, 12-volt Strombecker Scuttler with epoxied armature hits 22,000 rpm... for enthusiasts who want the fastest, slickest, most advanced high-torque motor of its time for 1/32-scale racing. New printed circuit commutator motors in sets rev up to 19,900 rpm!

1965 MORE NEW STROMBECKER MOTORS WITH EPOXYED ARMATURES: The 6-volt Avenger develops an amazing 34,000 rpm, while the brutish, 12-volt Scorch 7 tops that with 38,000! Scorch 7, Destroyer, Devastator and other motors continue to uphold the Strombecker tradition for the best in speed, performance and durability.

Racing Sets & Accessories • Raceways Components for Competition and Customizing

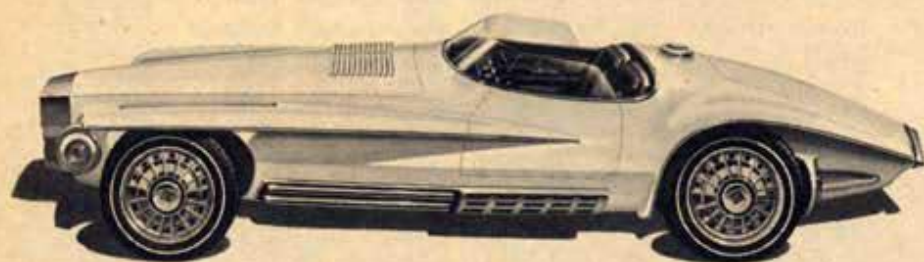


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NEWEST KITS & COMPONENTS PREVIEWED AT HOBBY SHOW

Here's what you can expect to see on your dealer's shelves in the months to come



Renwal's 1/25 scale '66 Mercer is an updated version of the great Raceabout of 1911. This kit retails for \$1.98, and is also sold in a \$5.95 motorized kit for slot racing competition.

By Stephen D. Urette

SOME OF THE HOTTEST developments in the model car field were revealed amid sub-zero temperatures in Chicago last month at the 25th Annual Hobby Industry of America trade show.

While there were a number of exciting new products introduced at this show, the one that caused the most interest was Strombecker's new commercial slot track (discussed in more detail in the First Reports on page 18 this month). The effects of this announcement are bound to revolutionize slot racing.

The most noticeable trend observed among the manufacturers was an obvious return to "The Good Old Days," with classic and vintage cars coming on strong.

One of the stars of the Chicago show was Monogram's 1931 Rolls-Royce Phantom II Henley convertible. This

1/24 scale beauty features steerable front wheels, operating front doors and opening and closing rumble seat door and cover. The hood is removable to show the detailed powerplant. You'll be able to build this \$2.98 classic with the convertible top either up or down, with or without side windows. Other details include the dual ignition systems (magneto and battery); the centralized chassis lubrication system consisting of a foot-operated pump, oil reservoir and small pipes throughout the chassis; six whitewall tires and plated wire wheels, and the Lady Mascot radiator emblem.

Sharing the spotlight with the Rolls was a 1/8 scale Corvette Sting Ray with retractable headlights, steerable front wheels and an opening hood to reveal the car's fuel injected 327 cu. in. engine. Monogram has also faithfully reproduced this car's suspension system and disc brakes in this \$10.98 kit.

One of the most original cars created by one of the nation's foremost designers is also being offered by Monogram. Futurista, a hand-built, delta-shaped three-wheeled car built by Darryl Starbird, has been scaled down to a swinging \$1.50 kit.

Two new slot racing cars which are also available as exhibition kits top off the new Monogram line. They are the Lola GT Prototype, in 1/32 scale, and the rear-engined Scarab in 1/24.

Revell's contribution to the list of old timers is their '29 Model A Ford



Ed "Big Daddy" Roth sits behind the wheel of his latest creation, Surfite. Model kit of this buggy will retail for \$3.00.

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and '56 Chevy, both in 1/25 scale. So much for the mild. For the wilder set, Revell has reproduced Ed "Big Daddy" Roth's Surfite in 1/12 scale. Surfite will soon be seen in the motion picture "Beach Blanket Bingo" and will be making the custom car shows from coast to coast. Slot racers will flip over Revell's two new 1/32 scale additions: Mercedes Benz 300SL "Gullwing" Coupe and the

Aston Martin DB-5. Available either in complete kit form for \$6.00, these two cars will have the high RPM SP 510-X motor, precision machined aluminum wheels, soft rubber tires, adjustable aluminum chassis, oil impregnated sintered bronze bearings, two different gear ratios, and a one piece, high impact body.

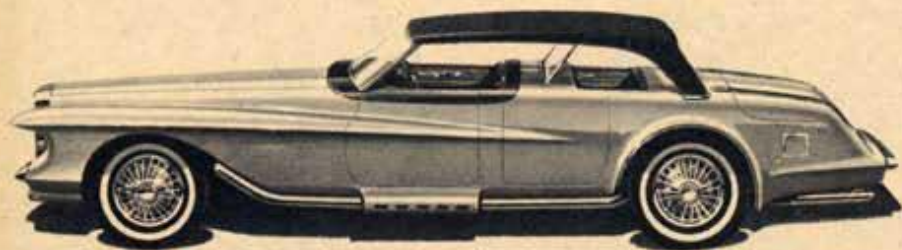
Renwal has come up with a new twist:

updating the definitive features of some of the most fabled classic cars in a new line of 1/25 scale models. Named Revivals, the cars are the '66 Duesenberg, '66 Stutz Bearcat, '66 Packard and '66 Mercer Raceabout. All four kits sell for \$1.98 and the Stutz and the Mercer are available in a motorized version for slot

continued on page 12



A stunningly finished \$1.98 seller, the '66 Stutz Bearcat is also manufactured as a \$5.95 kit for slot racing.



Renwal's meticulous attention to detail is nowhere more evident than in its 1/25 scale Duesenberg, a magnificent modernization of the '32 Duesenberg Sports Phaeton.



Twelve cylinders worth of automotive aristocracy measure the greatness of the '66 Packard, a modern revival of the 1936 Packard Twin Six.

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1/24 SCALE

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Available as a built-
up, kit, and in acces-
sory disc packs.



Model Products Corporation, 126 Groesbeck Highway, Mt. Clemens, Michigan

racing. These two competition kits will sell for \$5.95.

For the first time, Eldon will offer professional race-car kits: Two 12-volt Concours Racing kits in 1/32 scale... a Ferrari 330P and a BRM Formula One Grand Prix racer that can be assembled for competition on any track. This is in addition to the three hobby sets which will be available: the Indy 500 Race Set, the Top Eliminator Drag Strip Set, and the Selectronic Set. Concours Racing Accessories and a Speed Shop Line (with components for converting the hundreds of thousands of 6 volt Eldon cars now in use to 12 volts) will also be available for hobbyists.

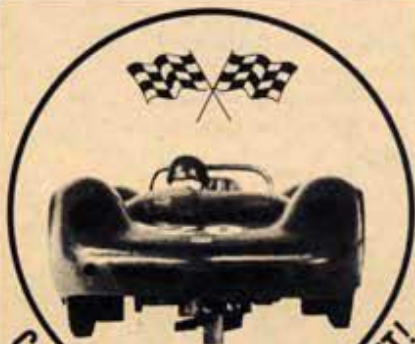
An exclusive Eldon feature in the 1/32 scale Indy set is a unique new timing tower which shows the number of laps run and the elapsed time, in minutes and hundredths of minutes. The counter is pre-set for any number of laps, up to 25; when the first car completes the race the timer stops and the tower shows the time automatically.

Eldon's Top Eliminator Drag Strip set features 12-volt racing motors and swinging arm pick-ups for wheel-stand starts, and an automatic Christmas tree starting-light system that controls starts the same way it's done on actual drag strips.

A variety of accessory items and sub-assemblies, from sets of tires to body shells and motors, comprise the Concours line. They will be available as replacement parts for Concours Racing kits or as conversion parts for other racing cars. Included in the list of components is Eldon's XM-30, their 12-volt motor.

Getting back to the classics, Hubley has authentically reproduced the super-charged 153 inch wheelbase Duesenberg Town Car of the 1930's in diecast metal. Detailed chrome work on this show-piece is hi-impact plastic. This \$9.95 model is 1/18 scale, 12½ inches long, and has over 150 parts. Worm and sec-

continued on page 14



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Eldon's Offenhauser (left) races the new rear-engine Lotus Ford under their latest track accessory, the timing tower.

Tigers on the Track



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FERRARI 275P



SCARAB



COOPER-FORD



PORSCHE 904



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A dictionary says the jungle tiger is lithe, powerful, swift, courageous and has stamina. So we've got a string of exciting new tiger racing machines.

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sional type racing tires—precision steel gears—precision threaded steel axles—bronze oilite bearings—friction-free pickup—racing mirror—racing driver with extra skull head—authentic decals.

*Complete Kits, 1/24 scale, \$6.98 each. Complete Kits, 1/32 scale, \$5.98 each.

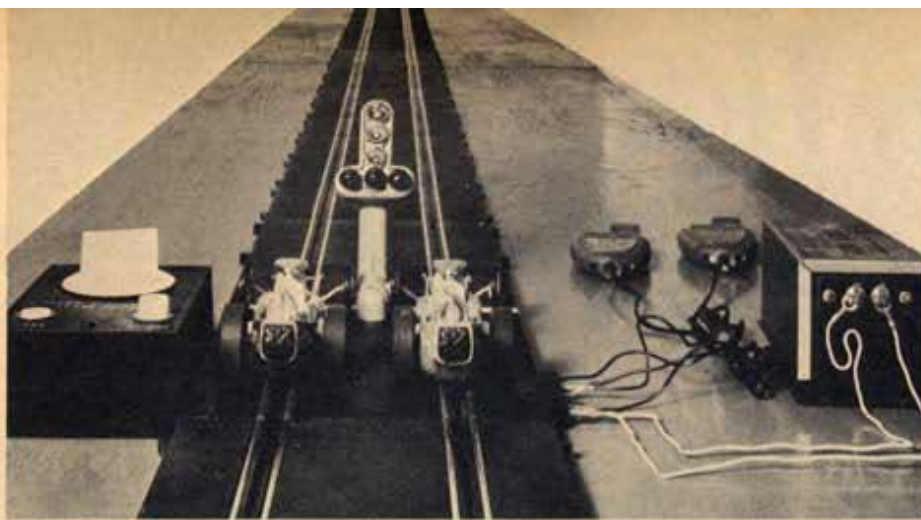
Enjoy slot racing at its wonderful best. Pick a tiger from today's winningest racer models. Stay out on the Monogram front. Monogram Models, Inc., Morton Grove, Illinois.

Complete Kits Plus Tiger Motors, Parts and Accessories

The complete line of Monogram racers consists of 15 ready-to-assemble kits in nine different racing classifications. Various parts from the kits, motors and racing accessories for replacement and building original design racers are also

available, display-packaged for convenient selection and priced from 29¢ to \$4.49. Watch for the famous Tiger trade mark and insist on receiving Monogram racer kits and individual parts and accessories.





Eldon's Drag Strip has two super-speed AA fuel Class dragsters powered by all-new 12-volt racing motors.

tor steering actuate the front wheels. Flexible exhausts extend from the super-charged 320 hp engine.

Model Products Corp., better known as MPC, took the lid off a new slot car that will burn up the tracks in the months to come. It's their fully-assembled Dyn-O-Charger 400 with Scarab body. This \$12.95 ready to race car has an American made cylindrical motor to provide greater efficiency and performance, an adjustable tubular chassis for greatest strength and durability.

Claimed the world's fastest production slot racer, the Dyn-O-Charger 400 competition body unit is a 2-piece 1/24 scale body molded from durable Cyclo-lac, plus driver windshield, mounting screws and nuts. The 400's competition wheel and tire unit consists of four aluminum wheels with 5/40 thread, two rubber front racing tires, two ground-down sponge rear racing tires specially designed for maximum traction on rough or porous track surfaces. As an added bonus, MPC has added two Grune Rader rear racing tires made of a secret compound to provide even greater traction on smooth surfaces. In addition to the built-up car, MPC plans to sell as acces-

continued on page 16

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with a division for the novice and experienced driver.

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Powered by Eldon's new XM-30 30,000 rpm motor, this 1/24 scale BRM Formula One car is part of the new Eldon Concours line.



Designed for hobbyists and competition slot racing, this new Ferrari 330P is Eldon's 1/32 scale model of the latest Ferrari prototype.

NOW

TWO NEW WINNERS IN 1/24 SCALE

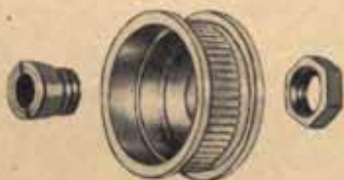


PORSCHE
906/916
#1802

FERRARI
250 GT0/64
#1803



Exact scale replicas of the cars that have been conquering all opposition in GT races throughout the world, these hot new 1/24 scale kits from K & B are real performers on the slot tracks! The exciting Ferrari and ultrafast Porsche now join K & B's famous Ford GT and Shelby Cobra GT that have been setting the pace in the model racing field. Powered by the fabulous American made Challenger side-winder motor, these cars have K & B's exclusive



New exclusive POSI-LOK wheels for true running action — stays tight, will not loosen — on and off with the flick of a wrench! Another K & B first!

features such as windows and windshield insert molded right into the high impact body. Superlite aluminum chassis with swing pick-up. Special formula Goodyear tires and much more.

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A cylindrical motor designed specifically for slot racing and an adjustable tubular chassis provide an overall compact design with a low center of gravity on the MPC Dyn-O-Charger 400.

sory parts their motor unit for \$7.95; the Competition Chassis unit for \$1.50; the wheels and tires unit for \$2.50 and the Competition body unit for \$1.00. Each of these separate units will be packaged inside of a bonus clear plastic body.

Pyro Plastics took a walk on the wild side introducing their Tee'NT 1/16 scale show/go street rod and the Gee'T custom show car. Tee'NT, the wildest rod this editor has seen in many a moon, has lots of chrome goodies, steerable front wheels, a three-way top (landau, roadster, convertible) India bulb horn and Model T cowl lamps. Gee'T, the custom show car, is 8½ inches long, has opening door, hinged hood, steerable front wheels and a completely detailed mill plus lots of chrome parts. Bonus parts include a two-way radio, clear bubble top, decals and a fully detailed custom interior.

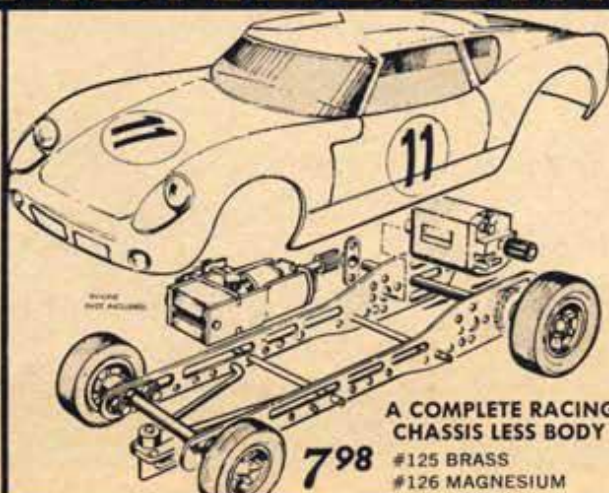
As expected, AMT previewed a string of new model releases that are bound to capture the hearts of many modelers. Their new offering includes a large scale Cord that is second to none in detail. To their standard size \$1.50 line, AMT has added the '65 Bonneville hardtop especially customized by Bill Cushenberry; '65 Pontiac GTO ala Barris; '65 Imperial 3-way kit that can be turned out as a stock convertible, custom or a way-out custom PICKUP! A wild '65 Buick Wildcat designed and customized by the Alexander Bros. of Detroit, a '65 Oldsmobile hardtop custom fastback by Gene Winfield and a '65 Chevy Impala SS convertible promise the customizers a car load of fun and building challenges.

Budd Anderson from IMC showed several 1/32 scale stockers; the Ford Galaxie, Chevy Impala, Plymouth Fury and Pontiac GTO. These four will hit

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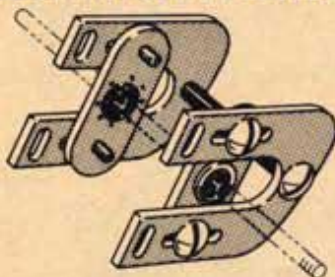
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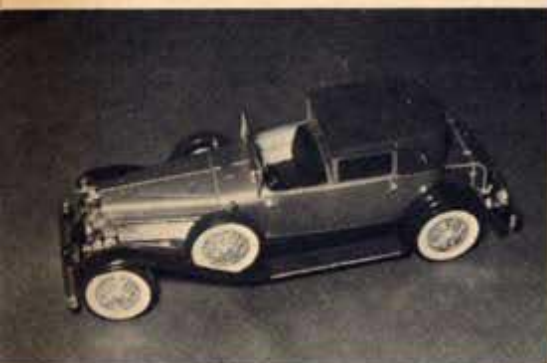
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SLOT CAR RACING IS



the market later in the year along with a sassy Ford GT slot car.

Motors rated at "6-12" volts are the newest item from Ram Engineering. These versatile powerplants should simplify things for the buff that likes to travel. The 426 and 426A will be out soon (sidewinder types for 1/24 scale) and the 722, 711 and 283 will hit the dealer sometime in April. The 722 and 711 are identical except that the 711 has a rear axle carrier ala many others. The 283 is a little sidewinder for 1/32 sports and GT cars with a novel axle bearing carrier. By loosening several screws, this carrier can be moved fore and aft to accommodate gear changes. Ram's Motor Lube also looks and works great!



One of the best known luxury cars of the 1930's, the SJ Duesenberg Town Car is Hubley's newest metal model.



Monogram's 1931 Rolls-Royce Phantom II Henley convertible features working steering and rumble seat.



AMT's new Ford is a modeler's model.

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FIRST REPORTS

BIG NEWS IN CAR KITS

STROMBECKER'S RACEWAYS

A completely new commercial track program

STROMBECKER, the company that practically built the slot racing hobby in the United States as we know it today, used the Hobby Industries of America national convention and trade show, recently held at the Sherman House in Chicago, as a showcase for their newest venture.

A new line of prefabricated commercial slot tracks was unveiled before a multitude of highly interested representatives from a great variety of businesses related to the slot racing field.

The new line of tracks is sure to cause a stir among hobby shop owners and other potential track operators on a budget.

The Strombecker track "package" is so practical, and inexpensive as to be almost unbelievable. Not only does a potential buyer receive a quality commercial track for his money, he gets the benefit of the fantastic Strombecker sales promotion and advertising campaign that is being carried on throughout the United States and many other parts of the world.

Strombecker has completely wiped out the problems that usually face the new commercial track operator. With a fully equipped hobby shop, superlative track, excellent advertising, and a truck load of sound advice, the newcomer to the slot racing business can feel justifiably secure with his first business attempt.

The basic Strombecker track consists of an eight-lane, 64 ft.-per lane track that can be had in standard or deluxe form. The track is expandable by means of 4-foot extensions which may be easily installed at a later date by the store owner, should he feel that a larger track would be more advantageous.

The basic 64 ft. track sells for \$1,050 f.o.b. factory, Chicago, Illinois. A beautiful electric lap counter and a lane-timing device are also available, and can be

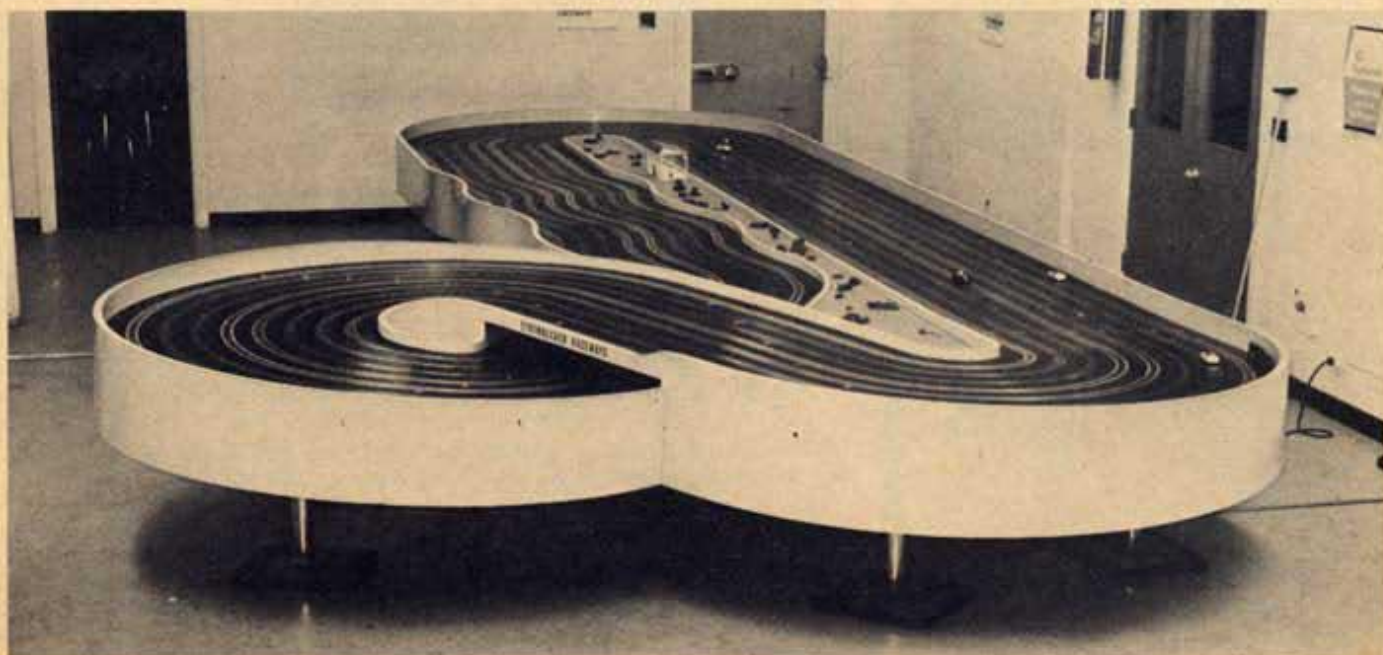
purchased separately, should you already have a commercial track operating.

There is also an excellent, 107 feet per lane track available, with eight lanes, and it too can be had in standard or deluxe form.

Strombecker has an understandable interest in slot racing, and they firmly intend to do everything possible to further the sport. They believe that the installation of first-rate commercial tracks will keep an active interest perpetuated in customers of all ages, thereby keeping the sport "healthy" and financially stable.

Their thinking seems sound enough. Just as the automatic pin setter brought bowling to its present peak of popularity, so should the "professional" quality commercial track do the same for slot racing. With a quality track to run on, in a clean, attractive shop, slot racing could rapidly become the family sport that bowling has become. A trend like that could do nothing but help the slot racing industry, and should definitely be encouraged.

This precision-engineered No. 7900 Strombecker Raceway commercial track is priced at \$1050 f.o.b. factory. Three men can assemble the entire track in approximately six hours.





Strombecker has inaugurated a commercial track program that should build business galore for the new track owner. With each new track, the fledgling owner receives a giant 6' x 3' illuminated sign for the outside of his shop. "Strombecker Raceways" is boldly emblazoned across the sign, and there are provisions for adding a track or store name. Also, a dealer's promotion kit is included, which contains sample news releases, ad mats for local newspapers, radio spot announcements, window banners for announcing monthly races, tips on how to get newspaper and TV coverage and other helpful hints. A monthly newsletter from Strombecker keeps the store owner informed of the latest profit-making ideas, products, and special events.

ABC vending company offers the new store owner special soft drink, candy and refreshment vending machines, to boost the store's profit potential even more.

Perhaps the shrewdest promotion of all, on Strombecker's part, is the "Strombecker International," a series of organized races held at Strombecker tracks throughout the country, culminating in a slot racing bash to end them all — a world championship race which will pit the champion of America against national champions from many other countries.

Strombecker provides the new track owner with eleven free "High-Qualifier" trophies, and one track champion trophy. Slot racing enthusiasts compete throughout the month at their local hobby shop, with the final winner receiving the monthly "High-Qualifier" trophy. At the end of the year an organized race featuring the monthly "High-Qualifier" trophy winners decides the winner of the "track champion" trophy.

That's not where it stops! The winners of the track championship trophies and their escorts, will be brought to Chicago next January, (1966) to compete in the American Championship Race, with the winner receiving a new Plymouth Bar-

racuda, courtesy Plymouth Division, Chrysler Motors Corporation, and a scholarship provided by the Pepsi-Cola Company.

That's still not where it stops! The winner of the American Championship Race and their escorts will be flown by Air France to Paris, to compete in the "Strombecker International" world championship. He will also be a guest spectator at the Grand Prix of France at Le Mans.

The rules and regulations for this fabulous series of eliminations are laid down and enforced by Strombecker. Contestants must be 18 years old or younger upon winning a monthly high-qualifier race.

As you can see, Strombecker is sparing nothing to assure the commercial track buyer that his new business will be successful.

Owners of existing commercial tracks may be interested to know that they can get into this program without purchasing a Strombecker commercial track. Anyone interested in doing so should contact Bob Thrasher or Don Carlson at Carlson/Morris/Nunn and Associates, Inc., Dept. MCS, 201 North Wells Street, Chicago, Ill. 60606. As little as \$100 gets you into the official Strombecker competition.

The Strombecker commercial track is a well-engineered unit, built to give years of service, even with hard use. The bulkheads under the table are solid 1" x 10" wood, supported by 10 all-steel legs with hydraulic levers. The 5 ply road bed top is epoxy impregnated. All Strom-

There's no confusion at the power station for drivers. All terminals are clearly marked for rheostats, brakes, and jack plug. A reverse direction switch is also installed at all positions.

Strombecker's accurate new eight lane lap counter has an automatic reset and sells for \$350.00.

becker commercial tracks are constructed with eight lanes, pre-routed, and 4 1/2" between slots to accommodate both 1/32 and 1/24 scale models.

Copper tape is included, but not laid, and the power requirements are met by using eight, individual power packs with reverse polarity switches. There are plug in connections for the lap counter and lane timers.

According to Strombecker, three men can assemble one of the 64' lap-length tables in approximately six hours.

The new Strombecker commercial track received a baptism by fire at the showing. The DuPage county road racing club hosted 3 of the hottest teams in the United States, SETTRA from Milwaukee, Rockford Scale Raceways, from Rockford, Ill., and the Glenwood slot racing club, in a slam-bang series of elimination races that began at 12:30 p.m., and lasted until 10:30 p.m.

Mario Rondinelli, of SETTRA won the sports car class, with Gene Wallingford from Rockford Scale Raceways, second.

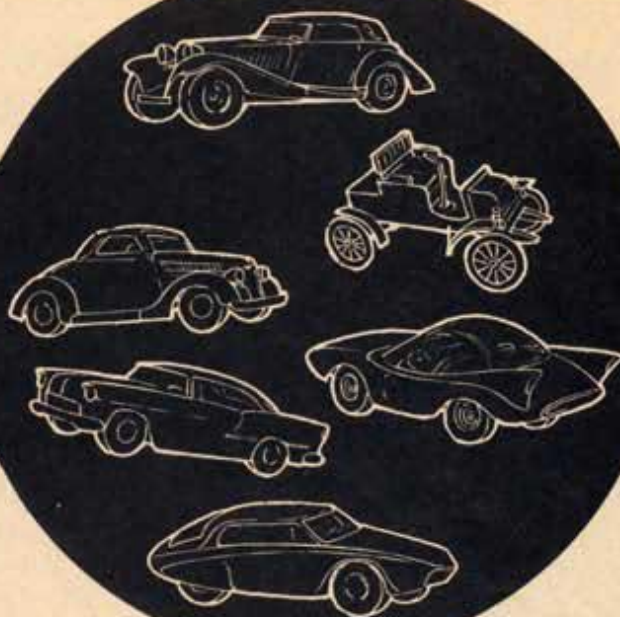
The 100 lap GP race was dominated by Jack Wooten of SETTRA, with Rondinelli gathering in a second place, thus making the entire meet a draw between the two clubs, and keeping a fierce, but friendly competitive feud alive.

The DuPage slot racing club should be congratulated for a superlative job of race organization.

That's about the story. Strombecker officials and a crowd of spectators listened to the approval voiced by the contestants of the all-day race meet, for the smooth operation of the track. If professionals like those fellows are happy with a track after a hard day's racing, you can be sure it's good.



MODELING MOTORCADE



OUTSTANDING CARS OF THE WORLD

From the vast number of photographs shown in Modeling Motorcade, we have at times been able to trace and predict coming trends in modeling popularity. Since this feature covers the entire United States, no local trend is apt to be felt to any great extent.

This month's selections balance out to what is about normal for the Motor-

cade or what you would find in any open modeling contest. The majority is made up of street customs and competition machines.

There still appears to be a shortage of "woodies." These, up to now, required considerable scratch building to complete, as do the experimental and dream cars, but the new "woodie" kits should cure

this situation.

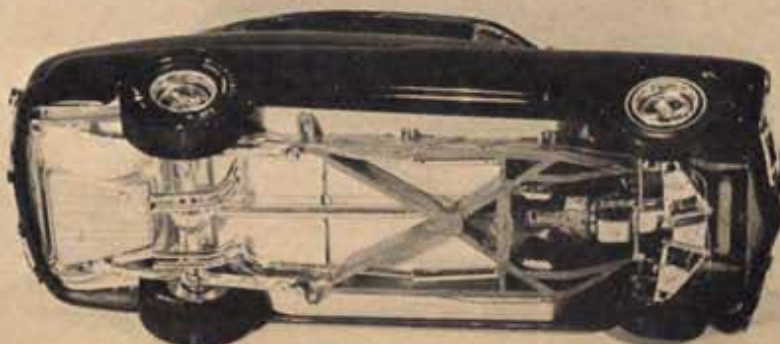
In painting, the trend is still with metalflakes. Now, however, we find many with a mixture of various flakes as well as candies, and the results are very original, and in many cases very striking. Even a stock model will be an eye stopper with an exotic paint job that is well done.

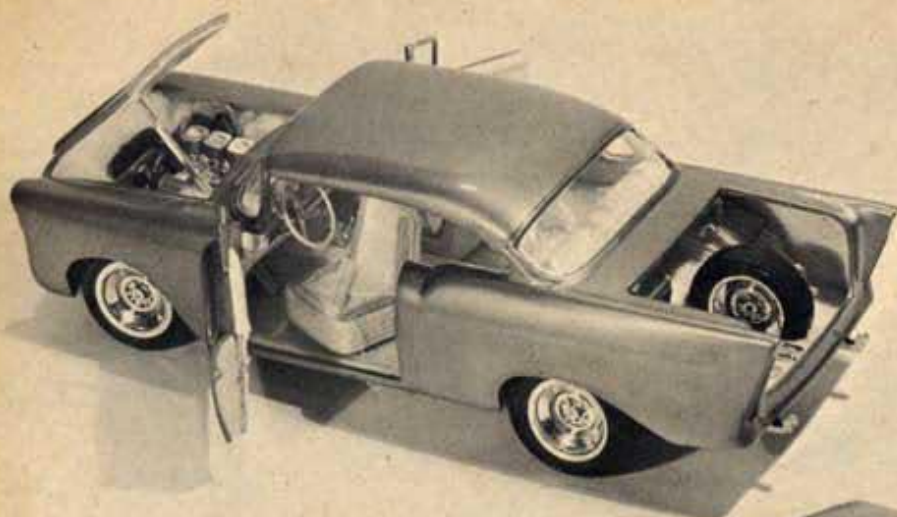


The front of this '40 Ford has been completely changed to fit around an early Corvette grille bar. Absence of headlights would lose points in a contest.

A hardtop version of the '49 Mercury. All chrome has been removed and rear fenders have a full radius at the wheels. Front end is lowered to the extreme.

Complete plumbing is evident in this bottom view which contains all hydraulic and fuel lines. Evident also is the neat paint job on the underside, so often omitted by many.

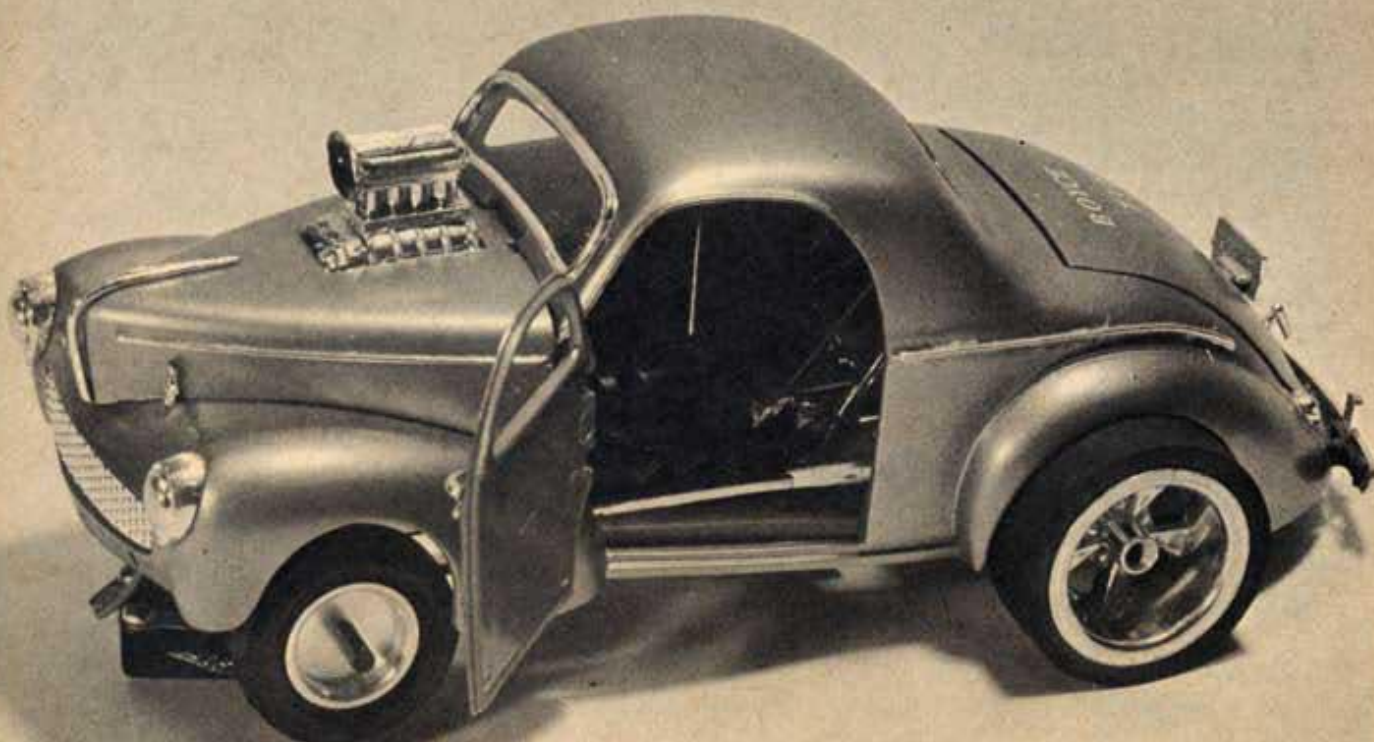




A completely detailed interior is featured in this dechromed '57 Chevy hardtop. Notice that interior has a full rug and swivel bucket seats, and a complete tool kit in trunk.



Just look at the detail on this motorized '41 Willys. Very few slot racing models contain this wealth of detail. It should win the concourse, at any race meet.



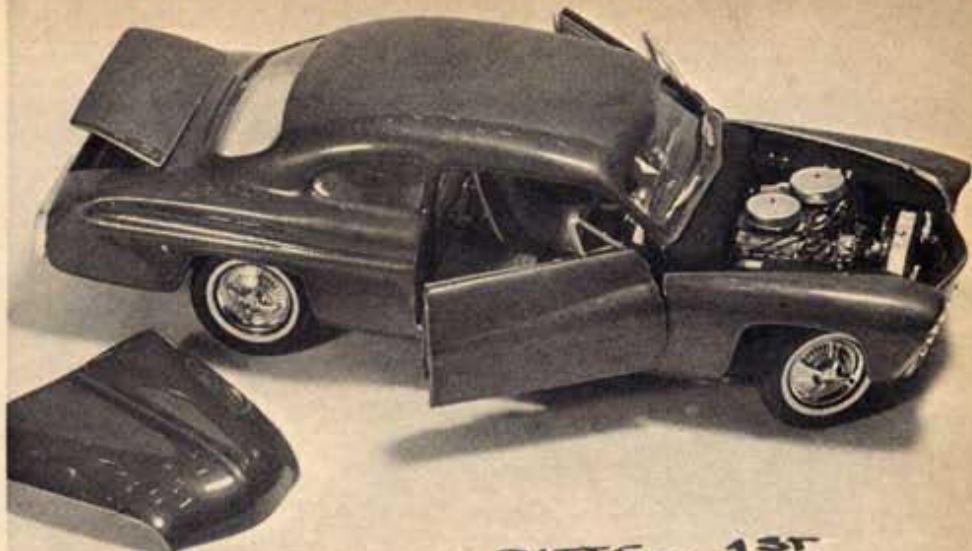
A '57 Ford in Metal Flake blue again with all chrome removed and a big 409 cubic inch Chevrolet installed. This way you can like both Fords and Chevrolets.

A '41 Willys ready for a run down the strip. Complete in every detail. Notice the fire extinguisher mounted on the dash and the tape over the headlights as a final touch.

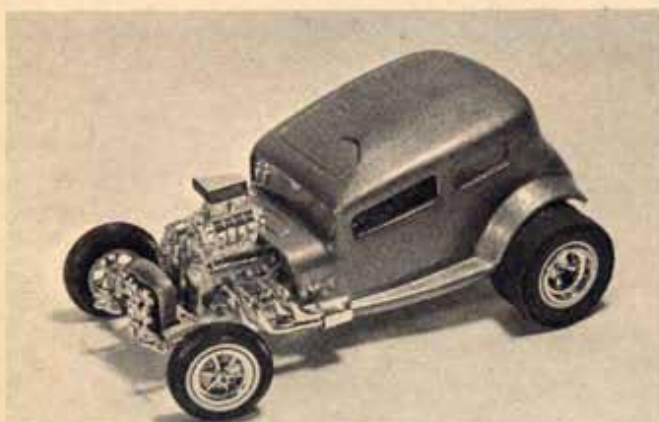




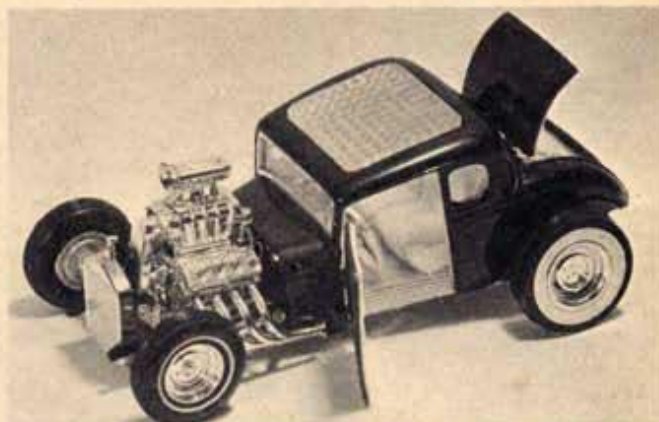
This one won first in paint at the Pittsburg show. It is a combination of Ruby red and orange metal flake having a two tone effect. All side chrome has been removed.



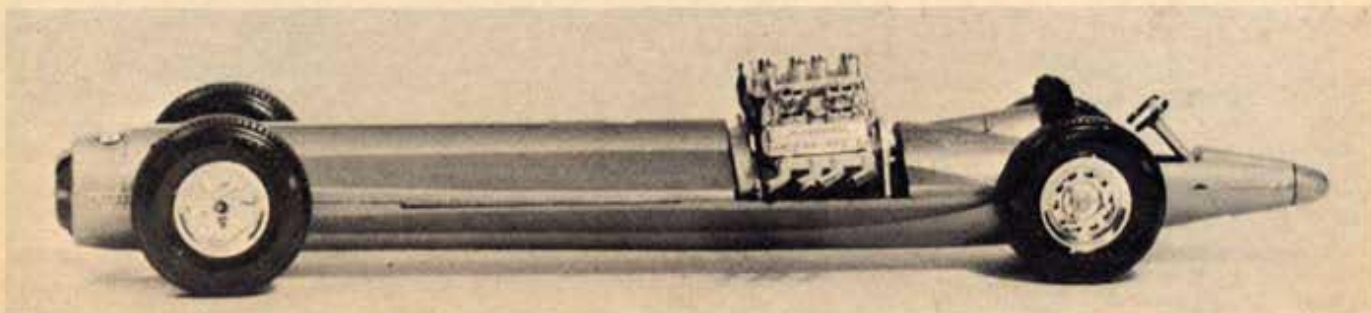
PITTS - 135



"This is the rake that was," with apologies to the T.V. program. Top has been chopped and running boards and fenders bobbed. Metalflake paint job compliments the chrome mill.



Just the thing for going to school or that Saturday night date. A well raked five window duce coupe with a fully upholstered interior in white to compliment the candy blue.



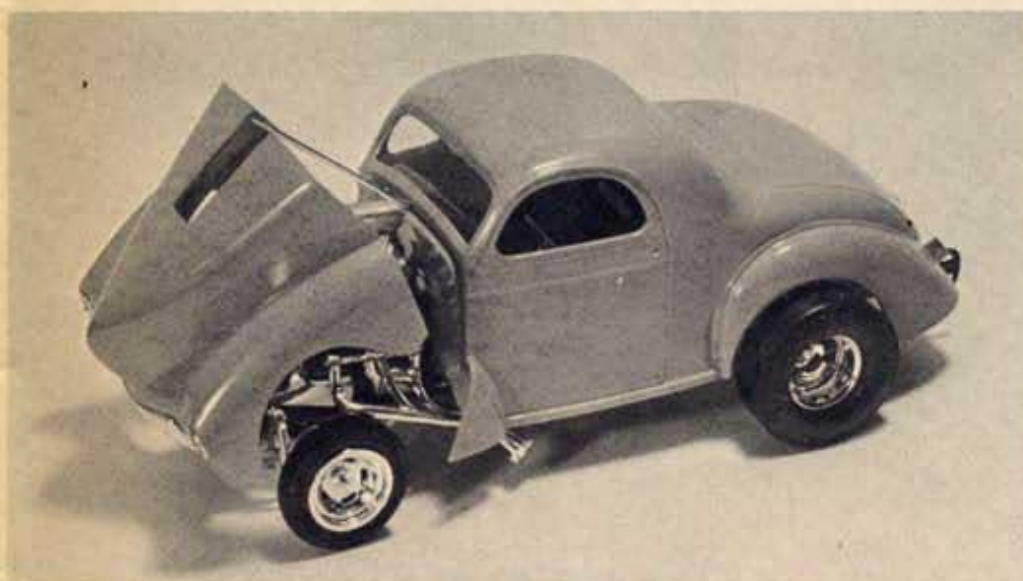
This one should set some kind of record, at least for wheelbase. The go would be improved with engine moved more to the rear to improve traction.

A very clean stock '58 Chevy with an outstanding paint job in burgundy and gold. As a paint entry, more points would be awarded if detail were painted.





A Pontiac Grand Prix with fenders extended at both ends adding greatly to the overall length. "T" Bird type of top helps in changing the cars identity.



A nice example of good work on a stock kit. Nothing has been changed but extreme care was used when it was painted and assembled. Highlights indicate a smooth paint job.



For a change this one has a stock grille installed. Removing the door post makes it a hard top. The first moon discs we have seen in a long time.



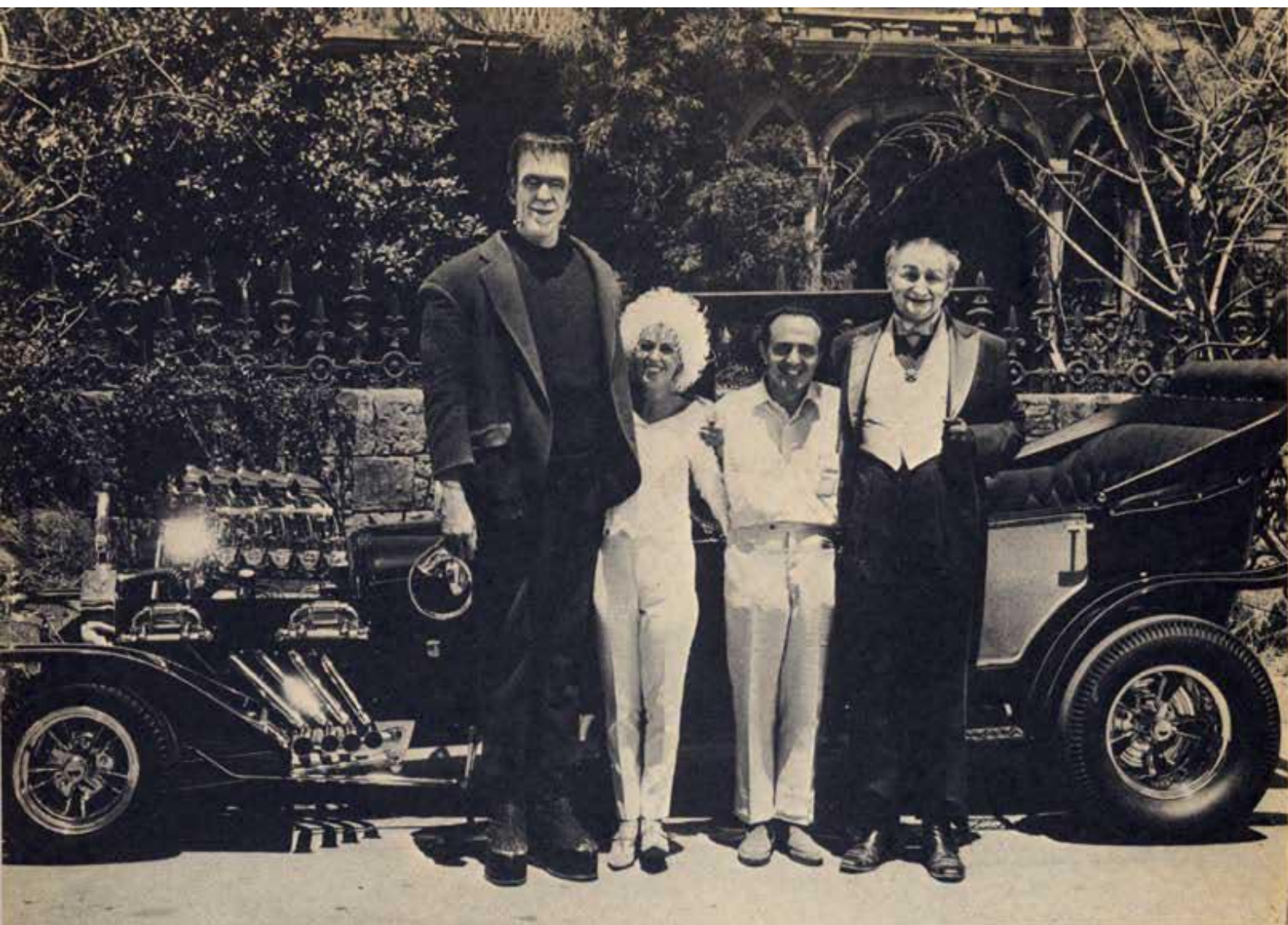
A mild rework of an old favorite. This '40 Ford is lowered to the practical limit. Headlights are frenched, bumpers removed and rear fender contours have been revamped.



A radical rake and top chop on a '40 Ford sedan. Set up for the drags. Engine is placed in center of car allowing the lightweight spoke wheels up front.



Another hot one for the local drag strip. It should have a roll cage to comply with the rules. Lots of decals add to eye appeal on this type of car.



BARRIS IN HOLLYWOODLAND

By Stephen D. Urette

WHAT HAPPENS when a normal family of ghouls like the Munsters decide they have to have a twentieth-century luxury car? This was the problem faced by Universal-TV when planning the television series *THE MUNSTERS*. After weeks of searching for a suitable vehicle, the producers decided the only way to obtain the necessary car would be to build it. It is at this point that the producers contacted George Barris to design and build an appropriate machine.

To accommodate the five members of the Munster family and meet their specific requirements Barris used a 133 inch frame. Each member wanted a compartment so a fiberglassed 1927 model "T" body was grafted into a six-door touring roadster with three compartments including a laboratory for Grandpa Munster, and hansom cab rumble seat for Eddie.

Herman Munster was extremely criti-

George visits the MUNSTERS

cal about the Koach's performance. This led Barris to use a Ford Cobra engine that is bored and stroked utilizing Jahns high dome pistons. To feed all those hungry cubic inches, Ansens Automotive engineered a Mickey Thompson ram thrust log manifold supporting ten chrome carburetors. Breathing is well taken care of by the Isky cam and

Bobby Barr's funnel racing headers. Unfortunately the mileage isn't as economical as Herman had hoped for — three miles to a gallon of embalming fluid.

Herman also indicated that he wanted a good handling, sporty type car that could easily take the winding cemetery roads. Barris used an Ansen posi-shift 30 inch stick with four on the floor coupled to a 4:11 rear end for the sporty drive train. A front dago dropped axle and split radius bars held by T springs, and the rear "ZD" frame with model A springs and traction master stabilizers competently takes care of any road condition. The wild new M.T. 11 inch racing slicks, mounted on wide dumped Astro

When Herman Munster wants to road test a car, he usually gets his way. This wild Koach was designed and built by Barris.

MODEL CAR SCIENCE

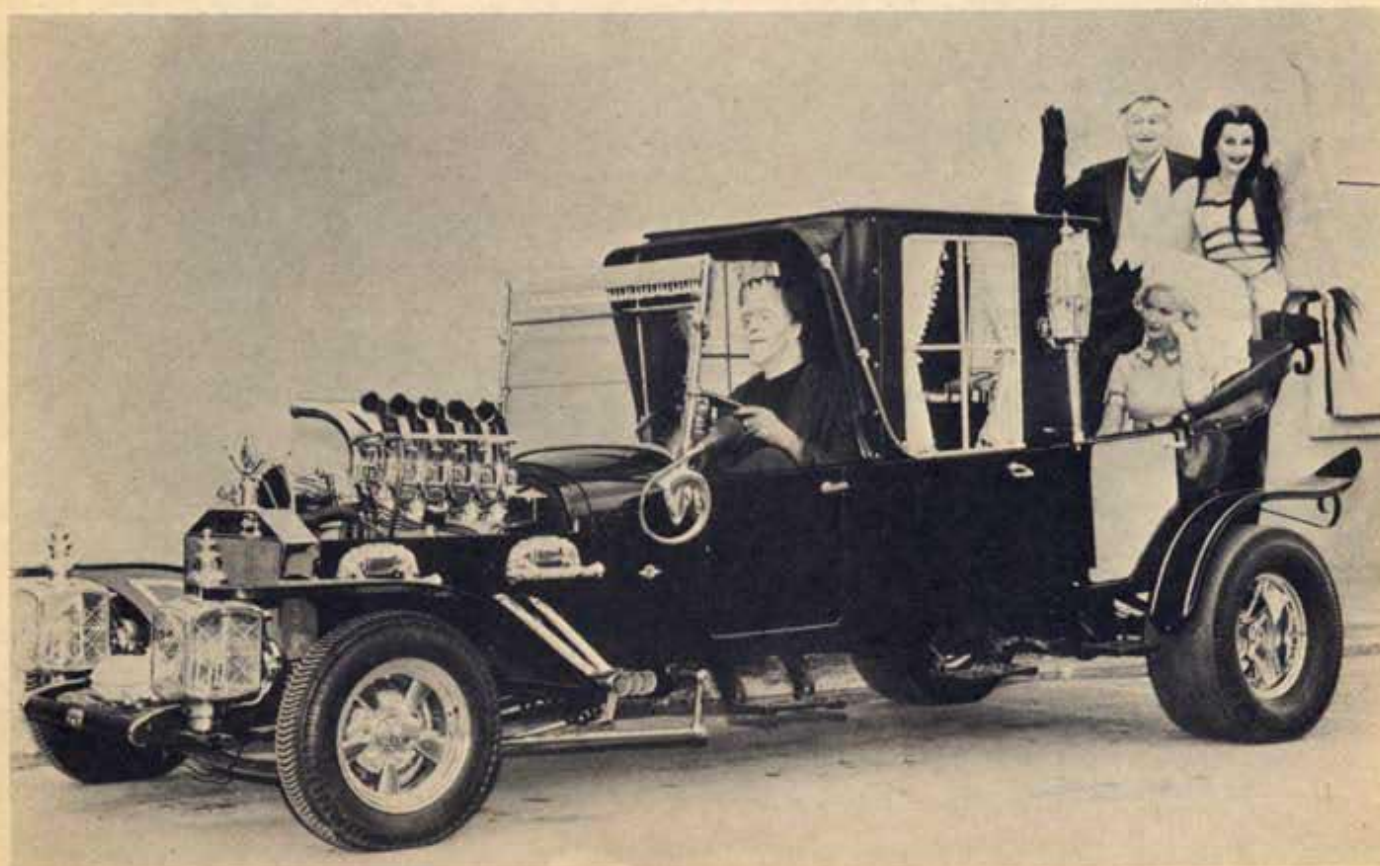
On the set with Herman and Grandpa Munster, Shirley and George Barris don't quite seem to fit in this picture.

Herman's day was complete when he discovered that AMT was making models of his car. This \$1.50 kit is in the hobby shops now.

chrome spoke wheels give the Koach plenty of bite off the line.

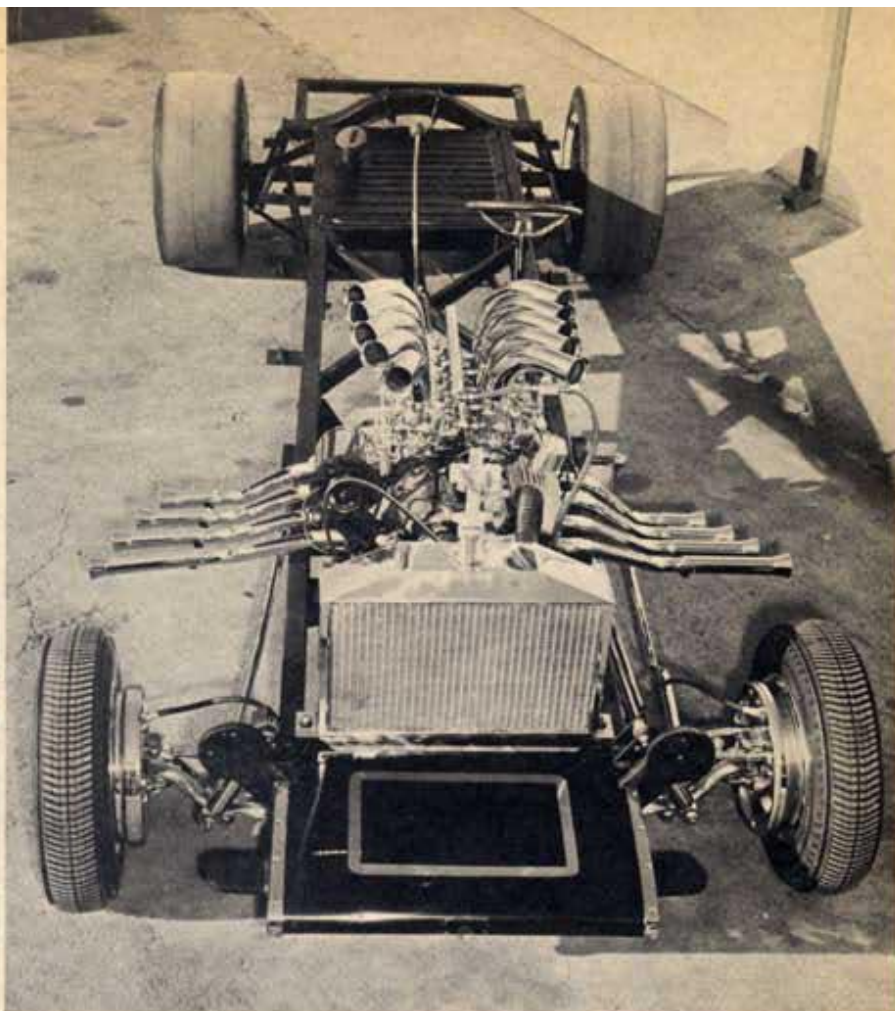
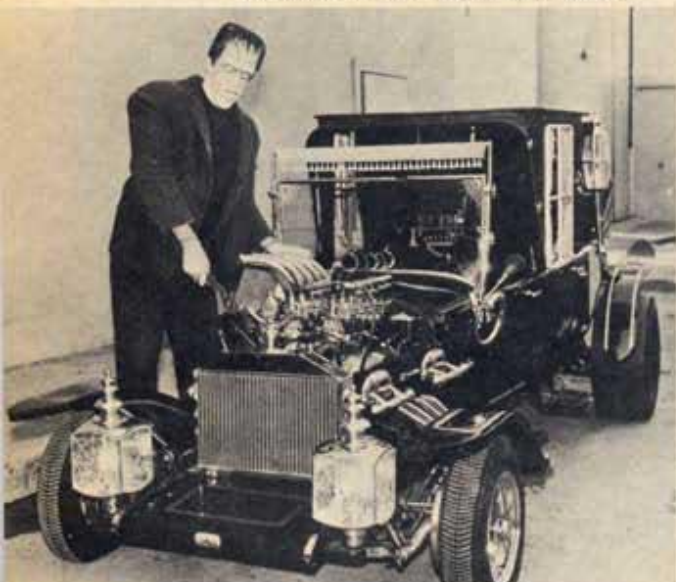
The spoke wheels are finished off with A.I. knock-off hub and walnut casket wood inserts. To complete Herman's requirements swing pedals with hydraulic clutch and brakes, and direct verticle steering with Ansen's metal flaked wheel give the car excellent handling to match its power.

Lilly Munster met with Mrs. George Barris to plan the interior and exterior colors. For the exterior black spyder pearl with gold leaf trim was chosen. It was decided that 40 hand rubbed coats would be sufficient. The interior was done in diamond tufts and buttons with royal red velvet coffin liner. Exterior trim is hand polished wolfskin. Roy Gilbreath finished off his interior work with ermine fur rugs. Optional goodies that were added to the interior for the Munster's



Here's the engine that moves the Barris-built 6-door, as exotic in appearance as the car itself. Yes, it's a Cobra.

After adjusting the "breather" Herman Munster demonstrated his skills in the plumbing department. Note the Koach lamps.



pleasure included, a Muntz stereo tape recorder, Sony TV, and two antique French telephones. A special Autolite electrical system was needed to make these extras operative.

Grandpa felt because the family "blood line" ran back nearly four hundred years the exterior trim should be very traditional. First he wanted a gold plated

grave stone radiator and casket handle hood compartment with an ornamental gold temperature gauge. Grandpa also had Barris gold plate any removable exterior parts. To stay with the traditional look Barris used gas side lanterns, spider web headlights, a four-way tail light and floating hand formed fenders. To top this all off Barris spent nearly 500 hours

hand forming ornate rolled steel scrolls for the final royal touch.

Project engineers Les Tompkins and Bud Kuns finished the Munster Koach in less than 30 days at a total cost of over \$18,000. The Munsters are happy with their new Koach... The producers are still trying to find a way to justify the expenditure... That's show biz!



A fiberglass 1927 Model "T" body was grafted into a six-door touring roadster with three compartments including a lab.

They just don't make 'em like this anymore. There's something for everybody in the Munster cast built into this unique Koach.





A Hobby Corner Designed Just For You

Pretty as a Porsche
Streamlined as a Stingray,
Try this Easy-to-Build Corner.

By Stephen D. Urette

NOW IS A GOOD TIME to build a compact Hobby Corner for all the hobby equipment that has been piled up in a haphazard fashion in the basement or storage room.

This Hobby Corner is so good looking that it can be placed in any room of the house. In this slim built-in, rods and guns are held in handsome display racks. Reels, tackle, ammunition and other gear are concealed in cabinets. Prize models and tools can be locked way out of the

reach of the inquisitive.

The long work table is a perfect spot for repair work on your slot cars or display models. There's plenty of good lighting included in this plan, so you won't have to worry about providing additional lights.

Based on the flexible storage principle of kitchen cupboards, the Hobby Corner can be built without any outside help. The cabinets can be fitted to satisfy individual requirements.

Construction is relatively simple. Five identical wood frames are hung on the wall to form the cabinets. A separate legged frame supports the table.

Both the cabinets and table are covered with plastic-surfaced Marlite, which is highly-resistant to hard wear. The paneling also is washable. A rich woodgrain is used on the cabinets, while a glossy white

gives the work surface a bright appearance.

A built-in light box at the top shines two ways — upward through frosted glass to spotlight models, trophies and other objects on display, and downward on the work surface.

In addition to being an excellent home improvement project, many club members also would find the Hobby Corner a worthwhile addition to their club house or meeting place.

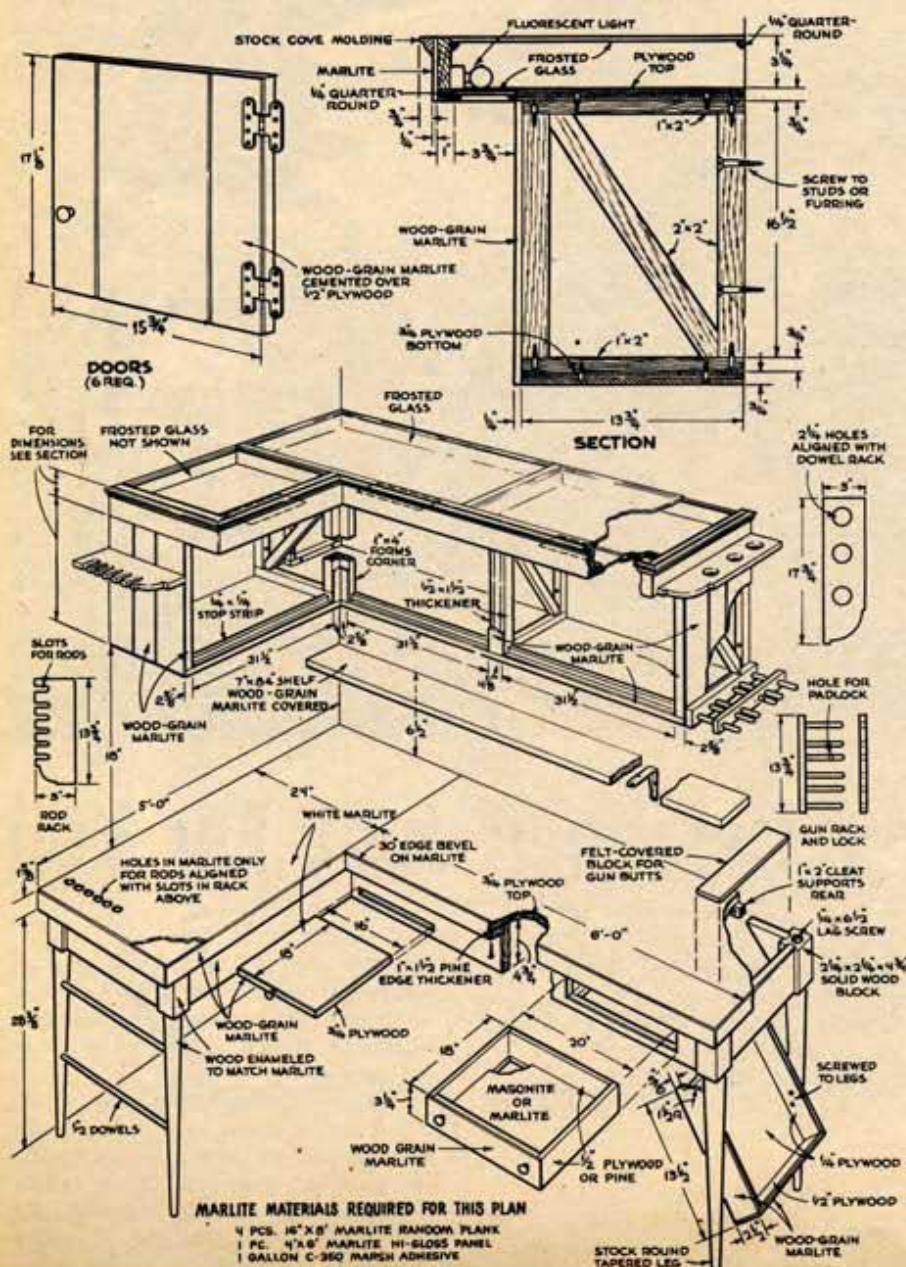
Although this project was designed as a storage-display-work area for the hobbyists, it is too good looking to be restricted to that role, alone. As the plans reveal, the racks for guns and rods are mounted separately. So if you don't happen to own an arsenal, leave the racks off and you'll have a project that will be both attractive and useful for the entire

family as a study or planning corner in a bedroom or family room.

The wall cabinet can be constructed in the shop, then mounted on the wall. Or it can be built in place. In either event, be sure you locate two furring strips back of the Marlite paneling so that you can drive screws into them to support the cabinet. Another strip should be located properly to accept screws through the cleat which holds up the back edges of the table.

The cabinet is constructed around five wooden frame-braces made of 2x2 stock, glued and screwed. On the top of these frames, screw-and-glue pieces of plywood, carefully cut and fitted, as shown in the cross-section drawing. The overhang of the top is cut out so that fluorescent tubes above shine through frosted glass and illuminate the front of the cabinets and the table top. Make the cutouts to suit the lamp fixtures you use. One 15-watt unit works nicely on the shorter arm, with two 15-watt or one 40 watt on the longer. It is simple to attach UL-approved cord to these fixtures so that they can be handled as plug-in lamps, and require no electrical work.

Although Marsh C-350 waterproof adhesive is recommended for installing Marlite panels and for general laminating with Marlite, you will find it simpler and faster to use ordinary white glue to apply the facing material. Except for the doors, the table top, and the Marlite faced shelf (for which you should use C-350), all pieces of Marlite are small, easy to hold with clamps while the glue dries. Wherever possible, cut the Marlite a trifle oversize, then smooth it to a perfect fit with a plane after you remove the clamps. This surfacing should be done as a continuing process. As soon as a structural member is in place, cement its Marlite facing in position. That way, you go on working while the glue dries, and very little additional time is required.



CONSTRUCTION PROCEDURE

UPPER WALL CABINET

These are the steps to follow, building this unit, after your Marlite paneling is installed on the wall...

1. Construct the five frame-braces, using 2x2 lumber or 1 3/4-inch square balluster, with 1x2 top and bottom. (Fasten frame braces to wall if you are building the cabinets in place.)
2. Cut plywood bottom (two pieces) and screw it in place, with white glue. Use plane to make sure it is a smooth fit at front and ends.
3. Cut out plywood (two pieces) for top, and fasten it to the frame braces.

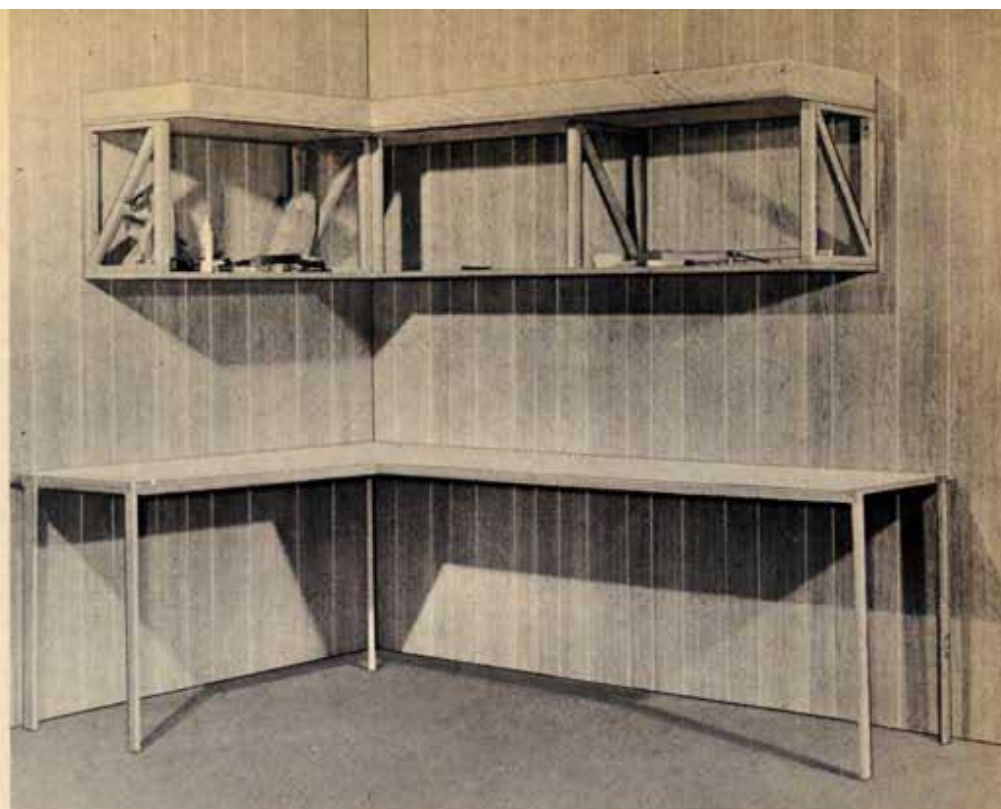
4. Screw up through top into cove which conceals lights at front and ends. Install cove divider, which supports glass in the center of longer side.
5. Cut out holes for lights and fasten small molding in place to support frosted glass. Tack molding just below top of cove and along wall in back for cover glasses.
6. Use brads and glue to apply thickener to center frame-brace, so that it will accept two pairs of hinges.
7. As you go along, apply Marlite facers to all exposed parts.
8. Cut out upper part of gun rack and fasten it in place by means of screws driven from the cut-out holes edge-wise into the top member of the frame brace. These screws will be at a slight angle downward.
9. Assemble the lower part of the gun rack, with dowels tightly fitted and glued into the base, with slightly larger holes in the locking device, so that it fits over the dowels and cannot be removed when the padlock is inserted through the drilled dowel. Screw the base to the bottom member of the frame brace.
10. Cut out and mount the rod rack, driving screws into it through the frame-brace. It is understood, of course, that the Marlite facing is already on the ends before the rod and the gun racks are applied.
11. Do "touch up finishing."

L-SHAPED TABLE

To make the L-shaped table, you'll run into only one operation that is out of the ordinary: converting the round-taper legs, from the hardware store or lumberyard, into square-topped, traditional-mood legs. To do this, take a length of stock ripped and planed smooth at $2\frac{1}{4}$ -inches square. Make several passes through a table saw or use dado blades to cut $\frac{3}{4}$ -inch grooves, about $\frac{3}{8}$ -inch deep on two adjacent sides. The grooves should be $\frac{5}{8}$ -inch in from the two *un-grooved* faces. Now cut this length of stock into four $4\frac{1}{4}$ -inch lengths. Drill through them, centered, lengthwise with a bit matching the size of the stud screws in the tops of the stock tapered round legs you buy. Counterbore to let lag screw heads sink below surface. Remove the studs. Run $6\frac{1}{2}$ -inch lag screws through blocks and into same hole studs came out of. Cut off the bottoms of the legs so that they are $29\frac{1}{4}$ -inches long from the tops of the blocks.

Follow this procedure making the table, and use glue and screws for all joints.

1. Rip a sheet of $\frac{3}{4}$ -inch plywood down the middle. Cut 36 inches off one half and join it with the other



After the rectangular frames are screwed to the wall, the plywood bottom and top of cabinet are applied to the supporting frames with glue and screws. Use a plane to make sure all joints are smooth, so facing of Marlite will make good contact.

- half into an "L" which is 8 feet one way, 5 the other. Use a cleat of scrap plywood where the pieces join.
2. Rip pine or plywood $4\frac{3}{4}$ inches wide and cut lengths for the table aprons. One of these goes from the right-hand front leg clear to the adjacent wall, forming a sort of "spine" for the table. Two go between the legs at the ends. One goes from the front leg of the short arm into a butt joint with the "spine".
3. Mark out the position of the drawer and the pull-out shelf and cut the openings.
4. Use $1 \times 1\frac{1}{2}$ -inch stock to thicken the ends and front edges of the table top. Fasten this thickener securely; the apron fastens to it. The $1 \times 1\frac{1}{2}$ -inch stock is cut out at the corners to fit around the legs.
5. In one operation, fit the aprons into the leg grooves, and fasten the aprons to the back edges of the thickener. It is most easily done with the L-top lying upside down.
6. Fit the supports for the drawer and the pull-out shelf.
7. Make the drawer with nail-and-glue corners, using half-inch pine or plywood, with bottom of Marlite Masonite. Be sure sides lap back and front, for most strength. Then face drawer front with Marlite. The pull-out shelf is merely a sheet of

plywood with wood-grain Marlite cemented to the front edge and a piece of high gloss white Marlite on the top, if you wish.

8. Face the apron all around with Marlite.
9. Mount the table in its corner, by means of a cleat along both walls. Screw through table top into cleats.
10. Cement on the Marlite edges, and use a sharp plane to make sure they are absolutely flush with the top.
11. Now cement on the high-gloss deluxe Marlite top, using C-350 Adhesive, applied with a notched spreader as specified with the adhesive. Firm the Marlite down repeatedly with your hands until it bonds. Or, weight it down with a dozen or so bricks after you have protected the polished surface with newspapers. When the top is on, carefully plane or sand it to a 30-degree bevel, even with the wood-grain Marlite edging.
12. Spot finish and stain (see below).

The doors aren't necessarily done last — but the table makes a comfortable place to sit while you fit them. If you followed dimensions exactly, each door will be $15\frac{3}{4} \times 17\frac{1}{8}$ inches. Play it safe and make them a little large, so they'll still fill the opening when they have been fitted. These are the steps...

1. Cut half-inch plywood a little over-size for each door.
2. Cut Marlite the same length as the doors are high and rough-out it to width for each door, avoiding a monotonous repetition of the white-lined joints.
3. Spread Marsh S-350 Adhesive on one piece of plywood, then lay Marlite on it. Stack on another piece

When laminating Marlite to door fronts, doors can be piled up and weighted, although clamping insures flatter doors, better adhesion. Your bench vise forms one clamp, and you can use handscrews or large C-clamps for the others.

of plywood and spread the C-350. Apply Marlite. Continue until all 6 doors are stacked up with all edges lined up. Then weight them down heavily, or clamp them.

4. When the adhesive is dry, plane the hinge-edge of each door smooth and fasten the hinges on. ("Hammered" wrought-iron H-hinges are used in the Popular Science Corner, with simple round hammered knobs.)
5. Brad in place the $\frac{1}{4}$ "-square door stops on the top and bottom of the cabinet.
6. With the hinges and the stops to work against, plane the doors to a neat fit with equal spaces all around. Then make the hinges fast to the cabinet. Install the knobs on doors, drawer, and shelf.

MISCELLANEOUS

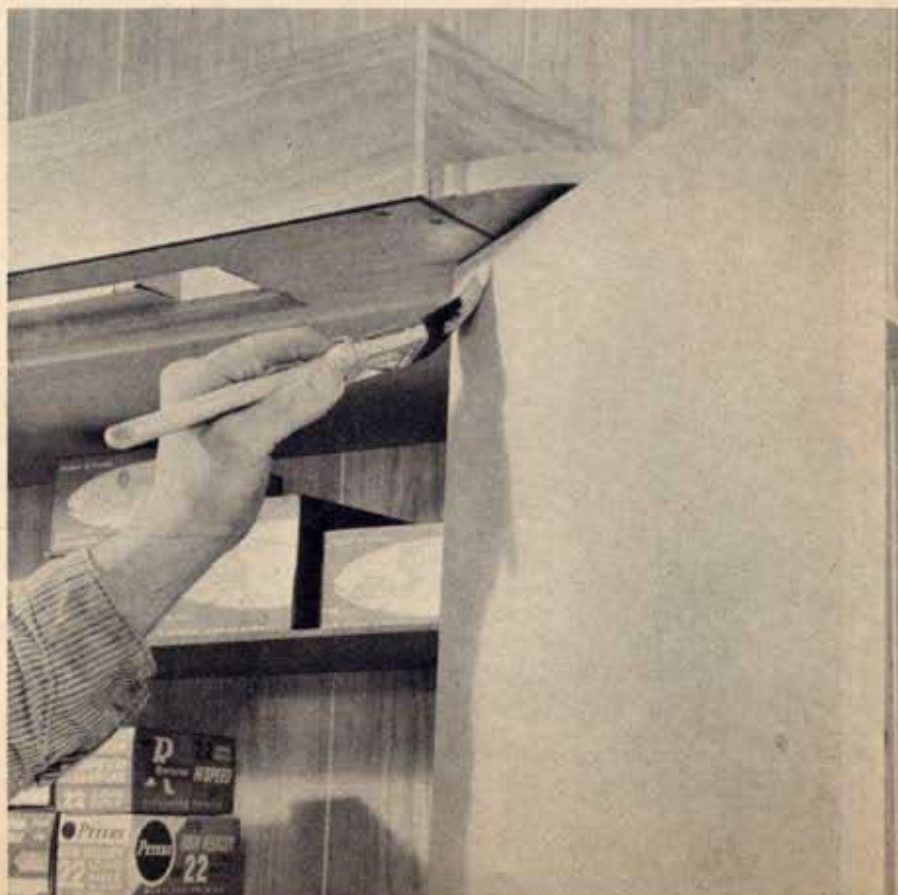
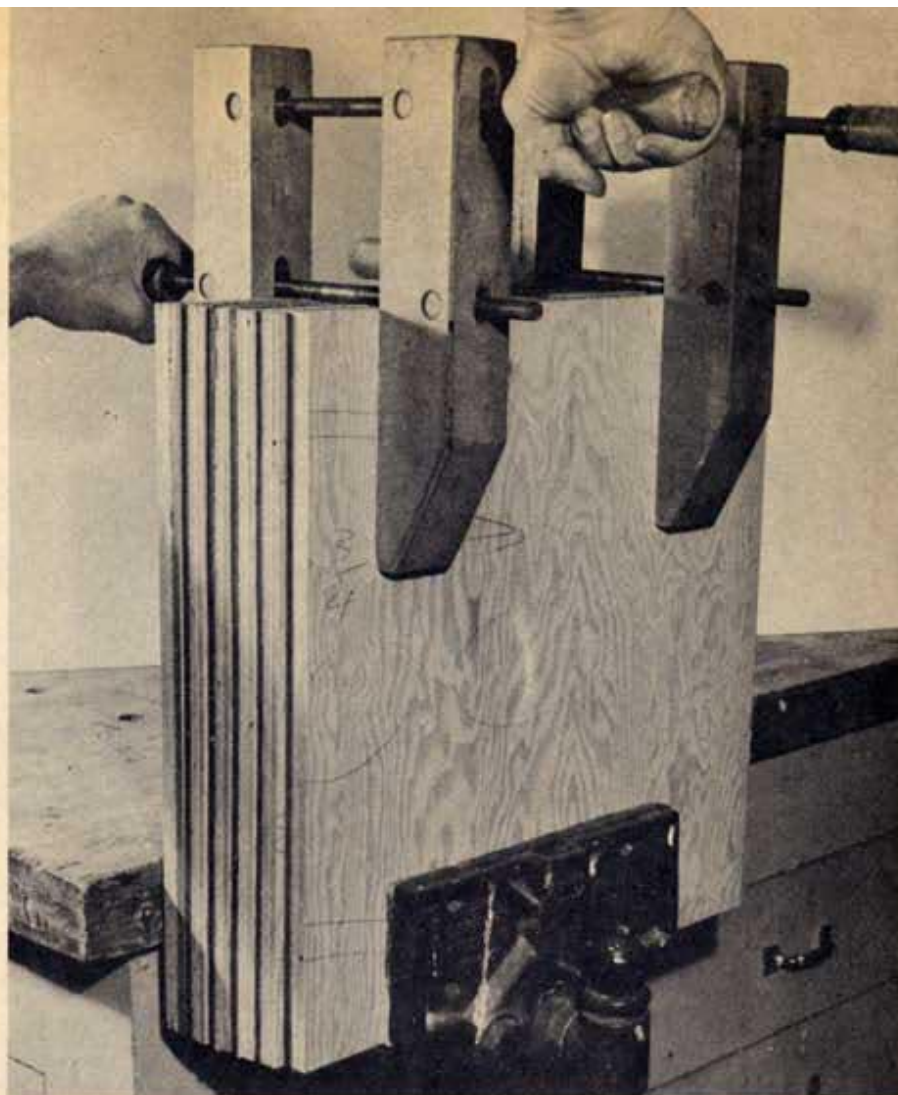
The magazine rack as well as the dowel stretchers between the other two legs are optional features, not required in the interest of strength. The rack is assembled with sides of $\frac{1}{4}$ -inch plywood nailed and glued to a half-inch back and bottom. The sides get a facing of Marlite. The rest is painted. You will find dimensions on the main drawing, but take careful measurement between the legs of your actual table, to be sure the fit is proper.

Although the major part of your finishing is done via the pleasant method of Marlite surfacing, there remain some edges and odd wooden parts to be made the proper color. The trick — and it is a simple one — is to find a stain that matches the Marlite.

In most cases a regular wiping stain can be purchased at paint stores that will match the Marlite. If you can't find one, do this . . .

Take a sample of the Marlite to a paint dealer who has a "custom color" system, and pick a color as nearly as possible identical with the darker part of the grain pattern on the Marlite. This color is semi-gloss enamel, brushed on and wiped off in the manner of a wiping stain, will give perfect results. Meanwhile, you can use the enamel to paint the edges of Marlite, wherever they are exposed.

Semi-gloss enamel in a hue to match the Marlite woodgrain (or harmonizing non-wood color, if you like) is used for the backs of the doors and the cabinet interiors. Matching enamel makes exposed Marlite edges invisible.



HOW TO CHANNEL YOUR BIG DEUCE

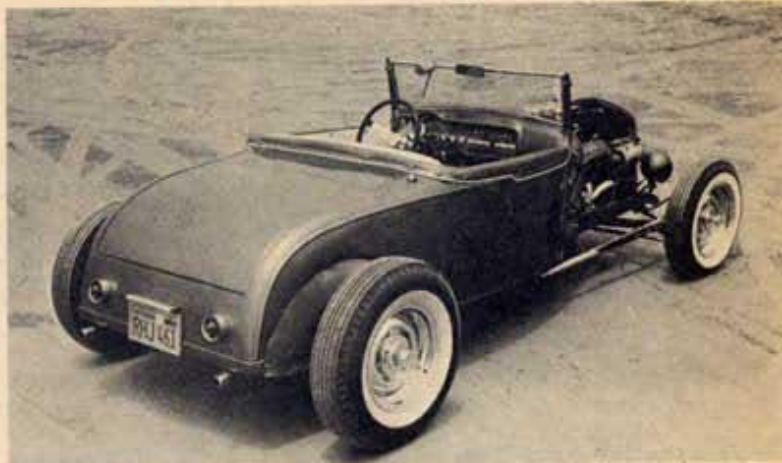
20 Simple Steps

By ROGER HARNEY

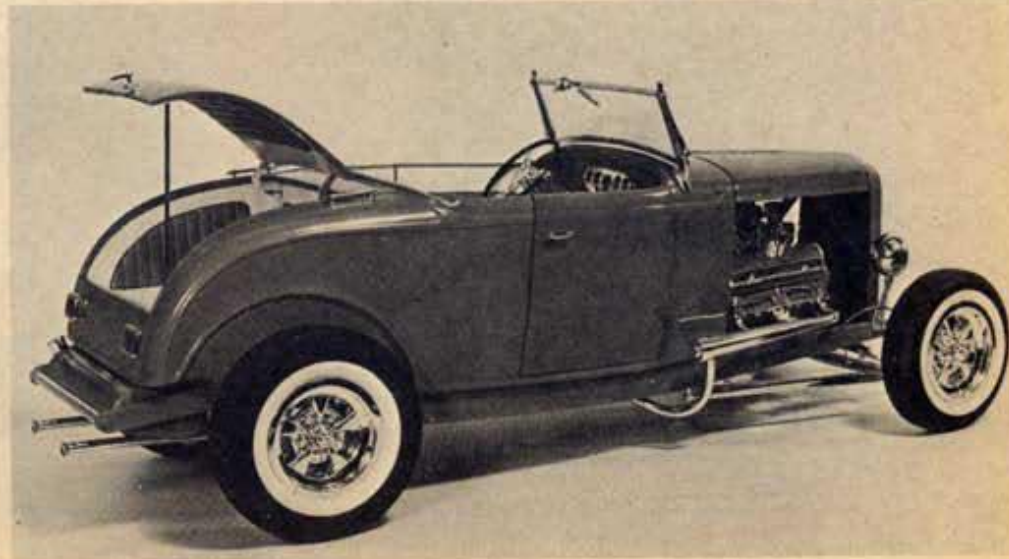
THE OLDEST FORM of body modification to be performed on the '32 Ford is to drop the body over the frame, attaching it to the bottom of the rails. This is called channeling. Another modification is the addition of a rear roll pan. In the past this operation was performed by quartering a headlight from a pre-war car and welding it to the outside rear portion of the body, rolling a piece of sheet metal between the two quartered headlight sections and welding into place. The present method of performing this change is to use a two-piece rear pan from a '60 Chevrolet and weld it in place.

The Monogram Big Deuce, 1/8 size model, is a natural for both of these body alterations. Its large size and fidelity to scale make the operation similar to that performed on a full size

Continued on next page



Top photo shows one of the ever popular '32 Fords seen daily on the streets of Los Angeles. Photos above and at left are reproductions of this great car. Monogram's Big Deuce kit was used for this project; a stock version of this rod is shown below.



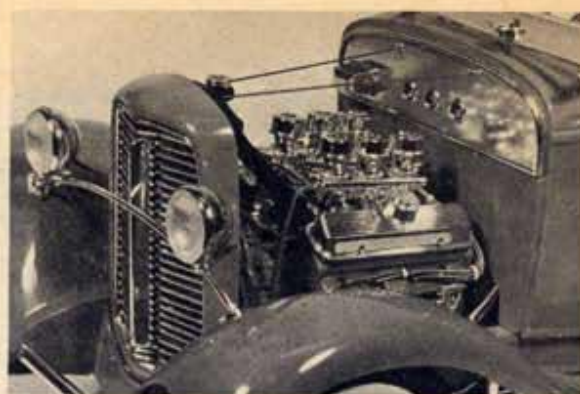
Large size of this '32 Deuce mill at right easily lends itself to super detailing. Many new and unusual customizing ideas can be tried on the interior. The trunk should not be overlooked when you're working with upholstery.

car. It will also give you an idea of some of the problems the full size customizer encounters.

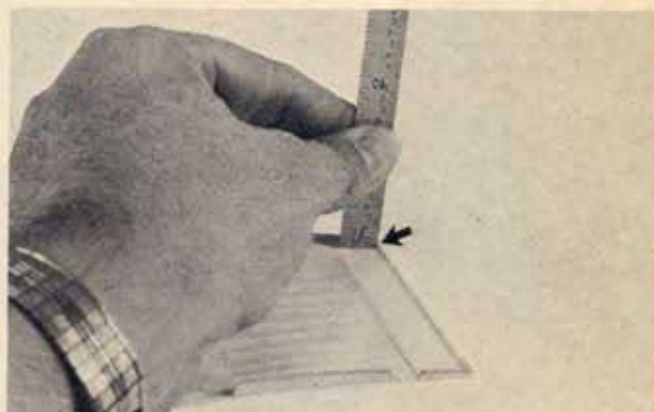
Should you decide to channel your Monogram Big Deuce, you will find the task interesting and challenging. Study the Monogram kit instructions thoroughly before you begin. It is a must that you be familiar with all the parts, where and how they fit together, and where you will leave the plan and refer to the photos and text of this article. Remember to take your time and don't rush the project.

In this project we are dropping the body by $5/8$ ", which is the equivalent of 5" on a real car. We also are forming the rear roll pan of $3/8$ "-thick wood.

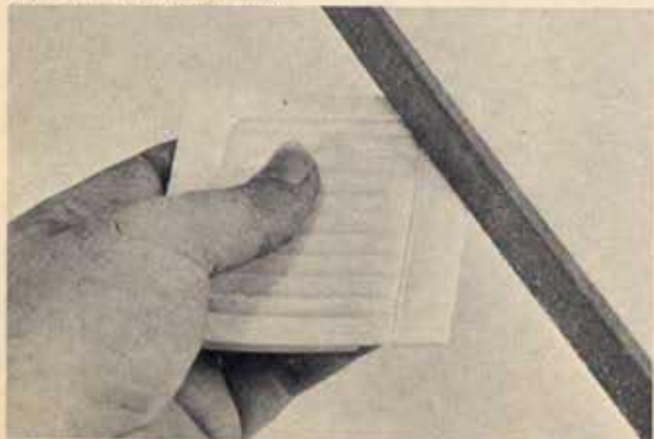
This finished model features mag wheels from the Monogram AK205 wheel set and chrome bonnet type air cleaners from the AK201 six carb set. The rod has been finished in a deep shade of candy red with a candy gold engine. The small lettering on the tires has been painted with Pactra flat copper. The contrasting black interior gives a rich look to the finished model which is in tune with the current California trend.



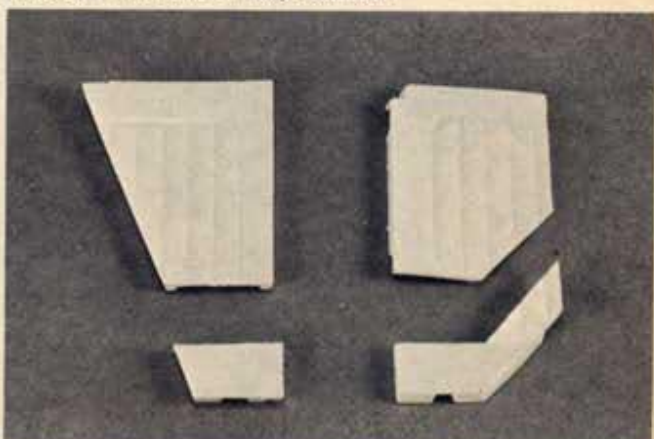
1. Assemble the frame and then cut off the rear portion as shown. The rear portion has been filled with scrap plastic, filed smooth and primed.



2. File rib on bottom of door upholstery to measure $1/32$ " high. Blend down sides to meet $1/32$ " rib, matching the upholstery to the inside body contour.



3. File front lower portion below pleats as thin as possible.



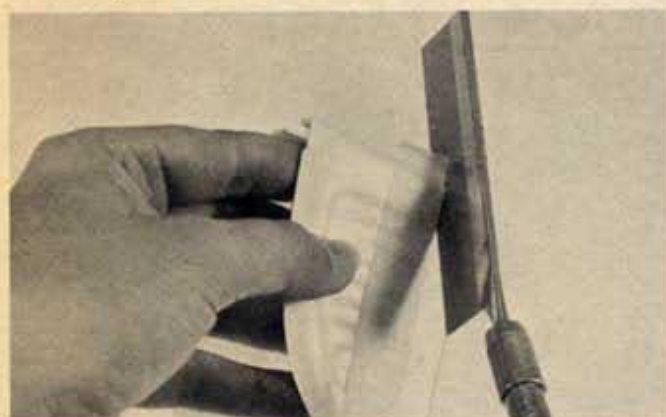
4. Remove $5/8$ " from bottom and $3/8$ " parallel to angle on front upholstery panels. Remove $5/8$ " from bottom of rear upholstery panels.



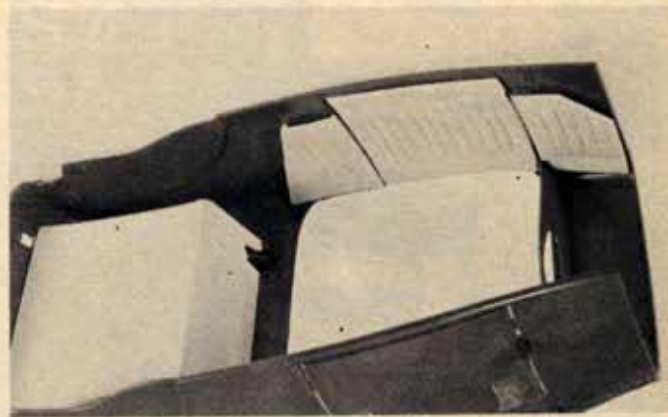
5. Tape door upholstery in place, then file ribs of cowl and rear upholstery panels until they match the thickness of the door panels.



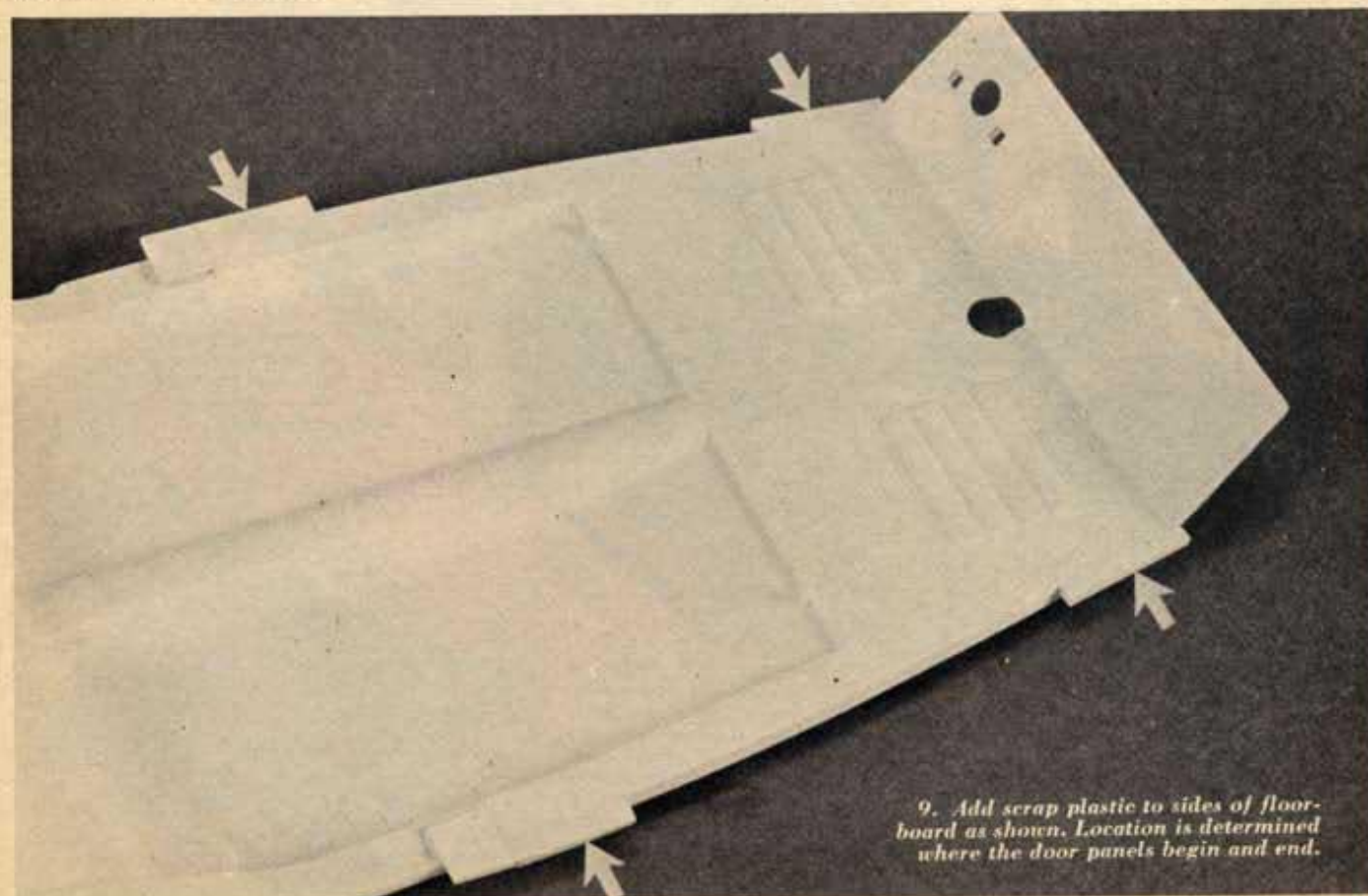
6. Drop the body over the frame and tape the body to the frame. Do not cement. Check to see that there is clearance between the door upholstery and frame rails.



7. Saw 15/32" from bottom of trunk upholstery. Use masking tape as a guide. Cut floor portion from bottom and cement it to trunk upholstery.



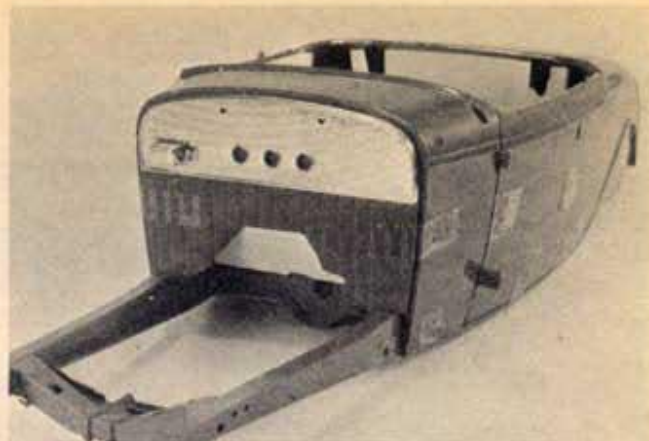
8. Add door locks, then cement dashboard, upholstery panels, trunk lid upholstery and trunk upholstery into place.



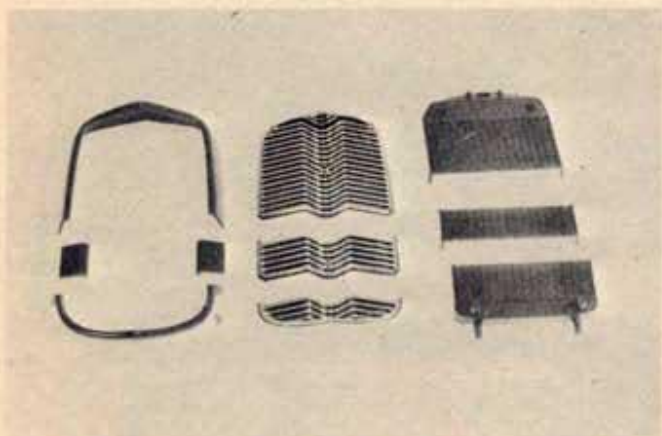
9. Add scrap plastic to sides of floorboard as shown. Location is determined where the door panels begin and end.



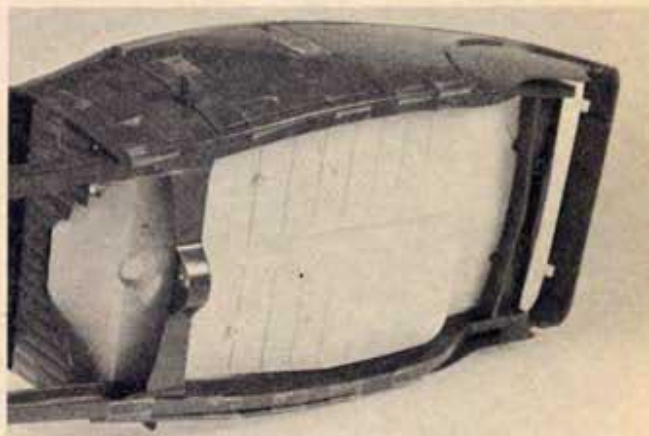
10. Cut 5/8" from bottom of firewall. Use masking tape as a guide.



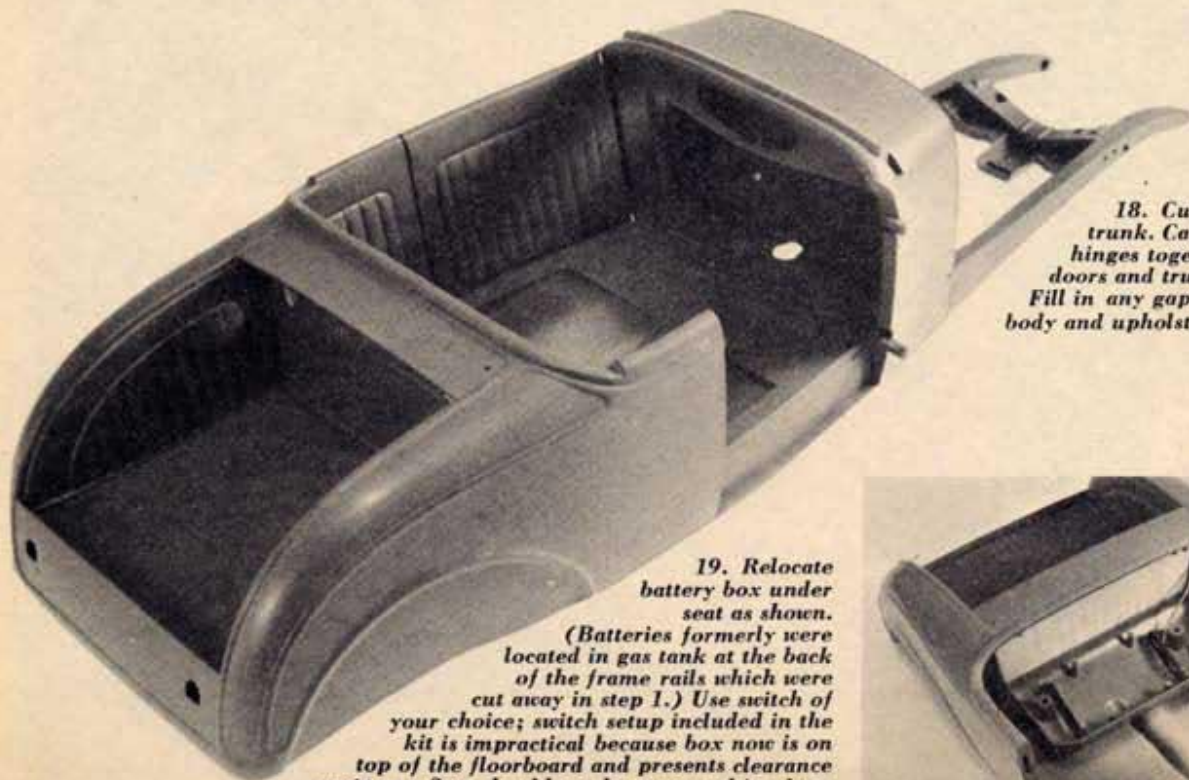
11. Tape floorboard to frame and tape frame to body. Fit top and bottom halves of firewall together and then tape to front of body.



14. Cut a 5/8" section from the grille shell, radiator and stock or custom grille. Cement components together and then assemble grille unit.



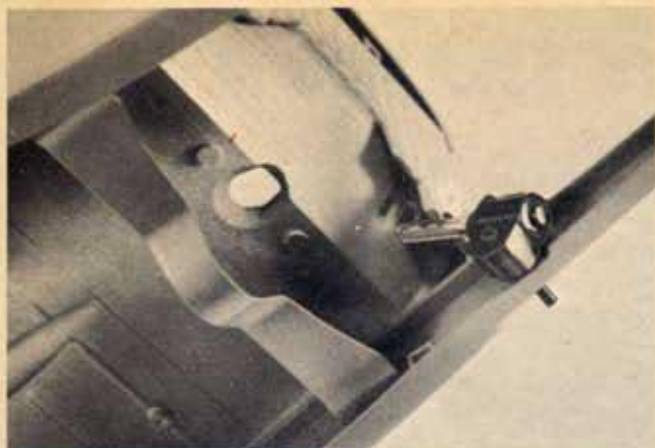
15. Cement floorboard to frame. Drop body over frame and cement in place. Cement firewall bottom only to front of body.



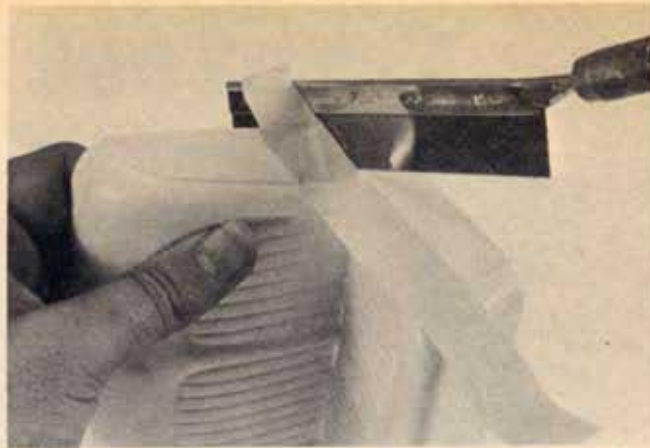
18. Cut open doors and trunk. Carefully squeeze hinges together and remove doors and trunk from body. Fill in any gaps between body and upholstery.

19. Relocate battery box under seat as shown. (Batteries formerly were located in gas tank at the back of the frame rails which were cut away in step 1.) Use switch of your choice; switch setup included in the kit is impractical because box now is on top of the floorboard and presents clearance problems. Seat should not be cemented in place, since you want easy access to batteries.

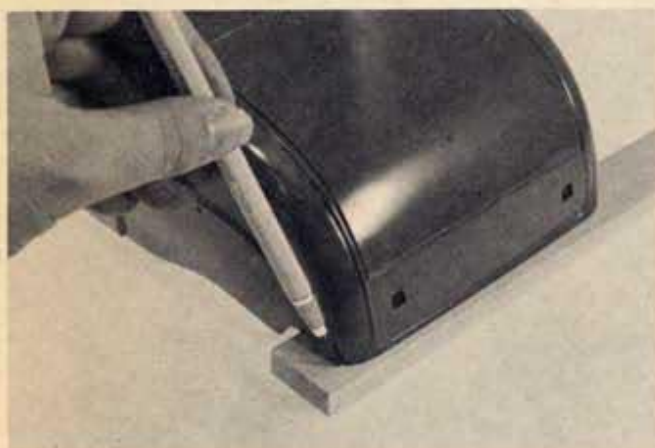




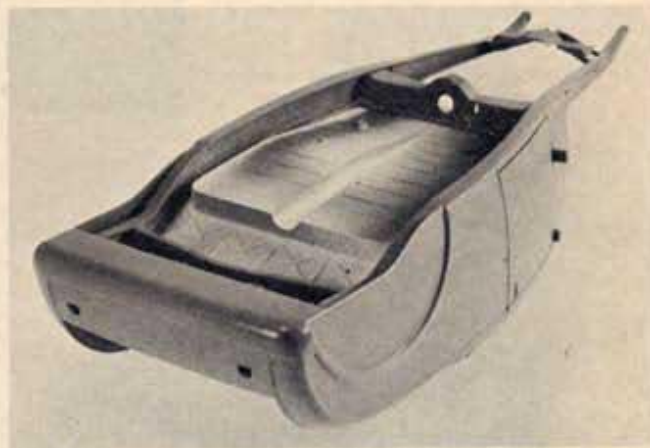
12. Remove small pin from steering box to allow steering column to take different angle. File clearance in firewall and floorboard for steering column.



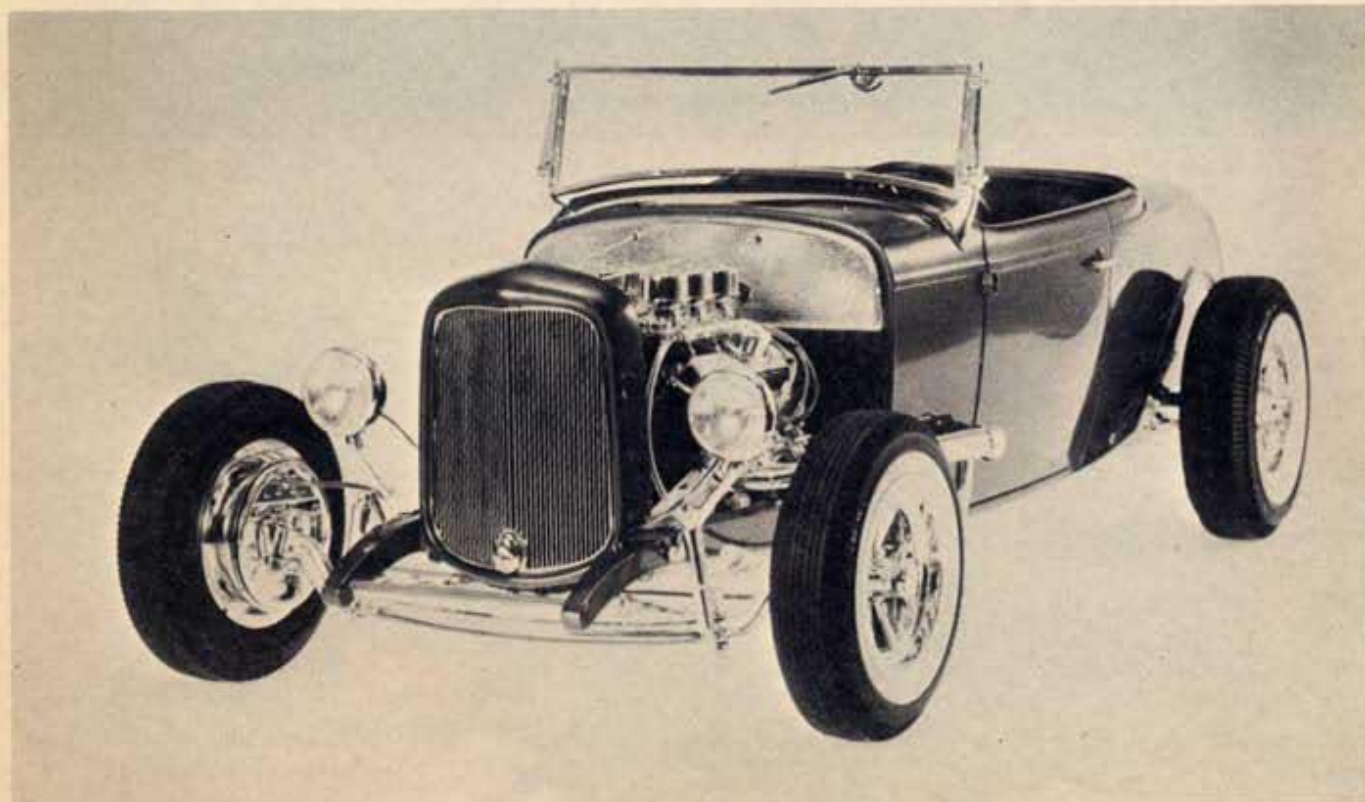
13. Saw 5/8" from bottom of seat. Check to see that seat fits into body.



16. Trace outline of rear portion of deck onto a piece of wood 3/8" thick for roll pan.



17. Roll pan is carved and sanded to shape, blended to rear of body and primed.



20. Finish and detail rest of rod following the Monogram instruction manual.

Contest Winners

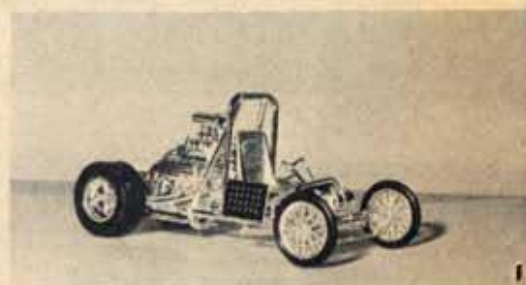


This month's winner of the \$25 Savings Bond is Fred Greene, Route 2, Bessemer City, North Carolina, for his customized '62 T-Bird. He has installed a custom egg crate grille and a blown Pontiac engine for power.

Rear end styling of Fred's Thunderbird has changed considerable from the original. Mag wheels from a Sting Ray are set off by the white wall tires.



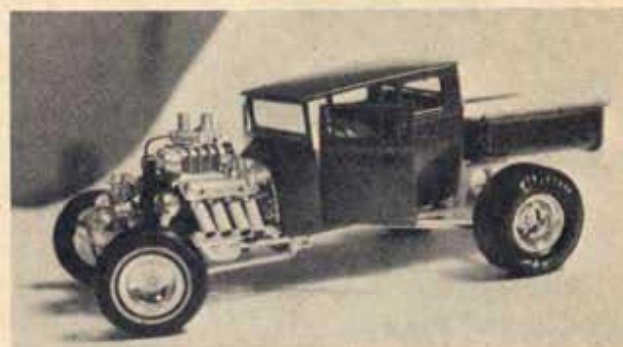
Three months spare time was required to complete this Surfin' Panel truck by Calvin Chin of Monterey Park, Calif. It is finished with Pictra lime green and has no less than 25 coats of paint to complete.



An all-chrome show rail dragster by Robert Houston of Oakland, California. Chassis and all running gear are from Revell custom car parts. The engine is an A.M.T. blown Chrysler.



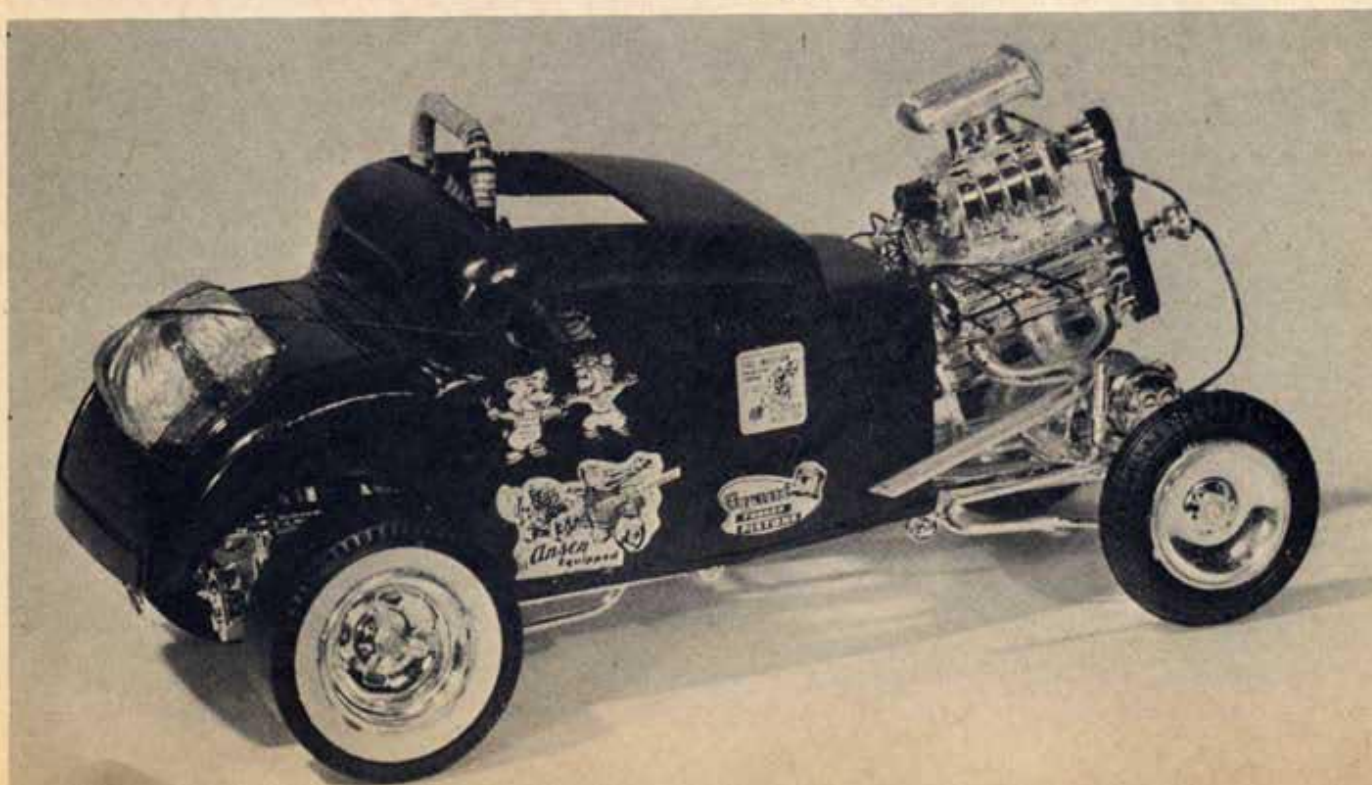
This one is also from the Dobson clan, and is a neat and clean model of A.M.T.'s Indy Lotus powered by Ford.



This hot little "T" drag coupe rides on a scratch built brass tube frame. Up front is a big blown Olds with all lines and wires added for a complete detail job.

The only bubble top entry this month is the work of John Brandimarte of Pittsburgh, Pa. An excellently detailed '64 Corvette Sting Ray using the Revell gas turbine for motive power. Among other items of interest are the headlights that flip up and down just like the real ones.

A real wild competition coupe from Bradley Byron of Yonkers, N.Y. The '34 Ford coupe has been chopped and channeled. The extreme elevation of the big Chrysler mill would not get by the technical committee at today's drag strips.



Runner up this month is the work of G. Dobson of Vineland, N.J. A nice little drag sedan. The '32 Sedan body has been channeled and a big blown Chrysler engine installed.

Under the candy red paint job is a full custom street version of a '57 Chevrolet by Sheldon Breslow of Cedar Grove, N.J. Customizing it has completely changed its identity.



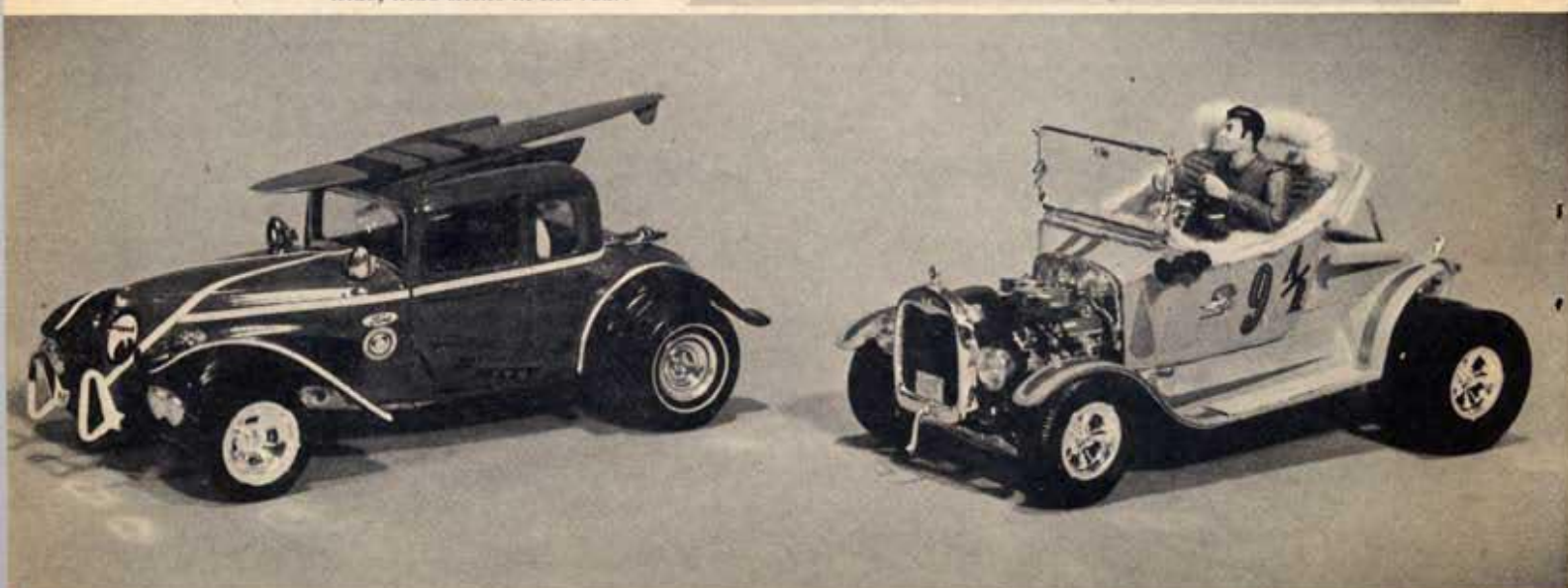
A very clean '40 Ford by Robert Ramos of Las Vegas, Nevada. Both bumpers have been removed and the pans rolled under. Taillights have been tunneled.

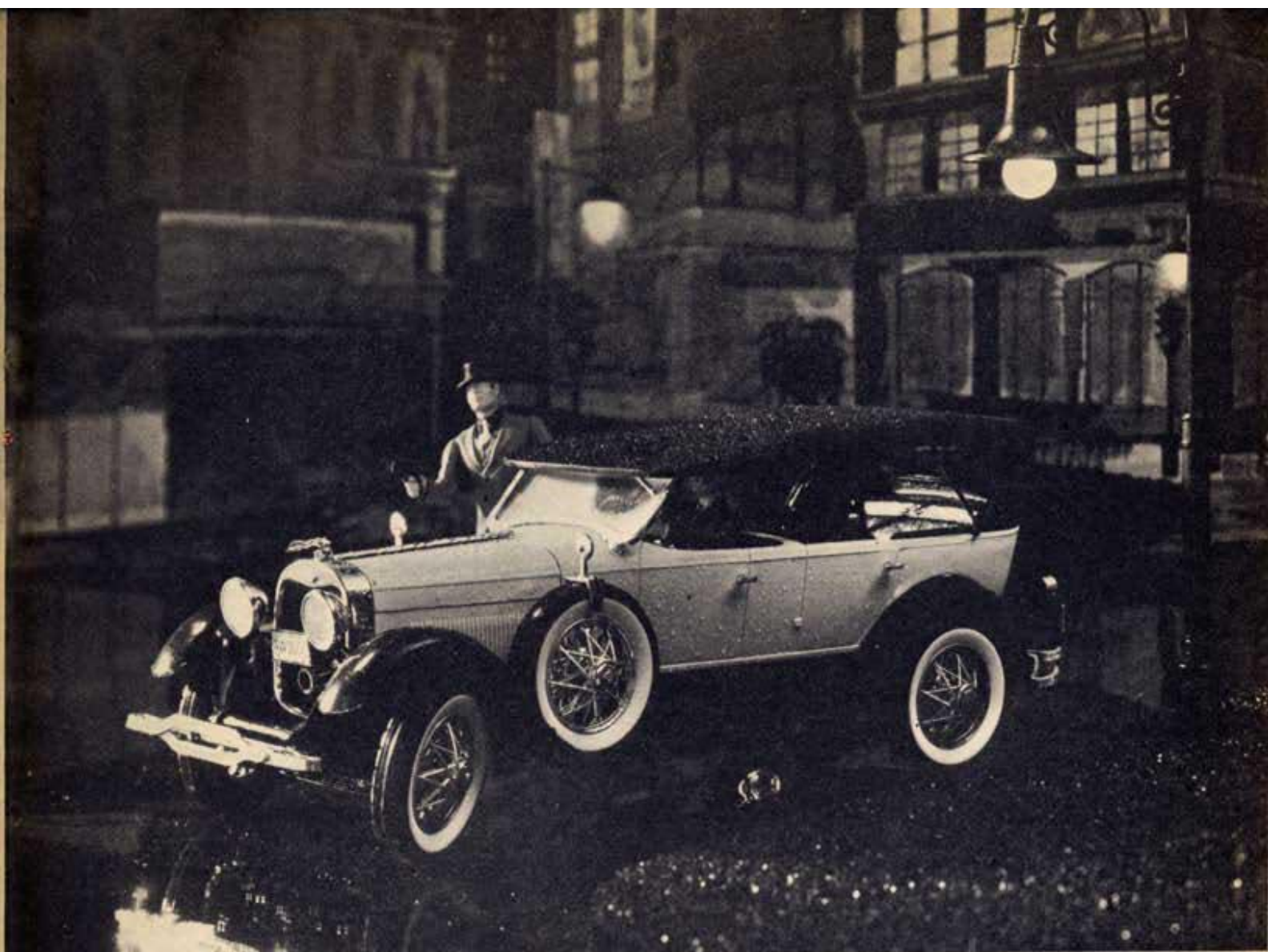


An outstanding paint job sets this '60 Buick hardtop apart from the ordinary model. It is white pearl shaded in pearl orchid and fogged in candy purple. Chassis and engine have full treatment in detailing.



This dual entry is from Richard Jackson of Albuquerque, New Mexico. The little street coupe has the full channeled treatment, among other things. The "T" body roadster must have a lot of torque in that engine to require those wide, wide slicks in the rear.





MPC'S GANGBUSTER SERIES TAKES YOU BACK TO THE ROARING '20'S WITH A DETAILED 1928 LINCOLN SPORT TOURING.

CLASSICS IN MINIATURE

If you've ever considered a collection of ageless masterpieces, here is what's available for expert or novice.

DURING THE LATE 1920's and early 1930's, the automobile industry produced some of the most spectacular and expensive cars of all time. Manufacturers on both sides of the Atlantic, encouraged by the flamboyant prosperity of the "roaring twenties," spared no effort to outdo each other in superb engineering and fine custom coachwork.

That prosperity, unfortunately, was short-lived. The depression struck in late 1929 and all but wiped out the wealthy clientele who could afford big, luxurious cars. One by one, these magnificent automobiles went out of production. By the late 1930's, several of the manufacturers themselves had passed from the scene, though others retreated to lower-priced

By John Lawlor

products and managed to survive.

But the cars live on in all of their grand and glorious splendor. Today, one of these classics, as we've come to call them, will still attract a crowd whenever it pulls up to a curb. People will gather to admire its immense size, its bold styling, its luxurious appointments, its fine detailing.

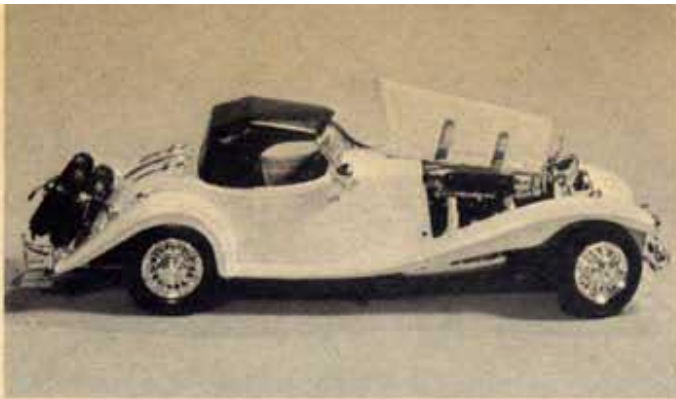
The model industry is well aware of the appeal that classic cars have. Several leading firms produce kits for miniatures of these great automobiles and they are excellent additions to any model builder's collection.

Let's join the admiring crowd and

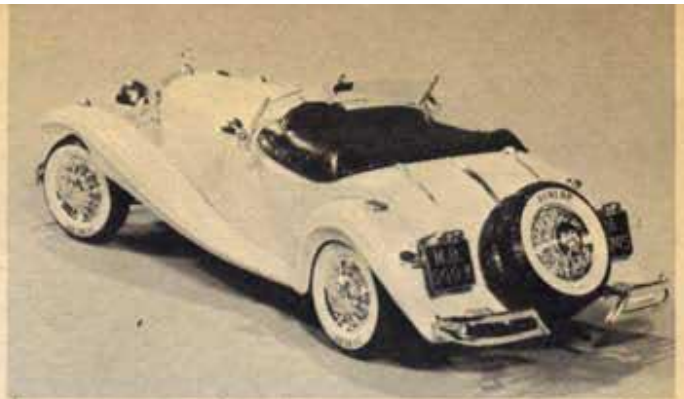
examine some of the classics — and the models of them that are available. ~

America's greatest car during the 1930's was the Duesenberg. It was, in its day, the biggest, most powerful automobile that had ever been produced in this country. The "SJ" model, introduced in 1932, was particularly impressive. With its massive straight-eight engine, equipped with double overhead cams and a centrifugal supercharger, it could charge beyond 100 mph in second gear.

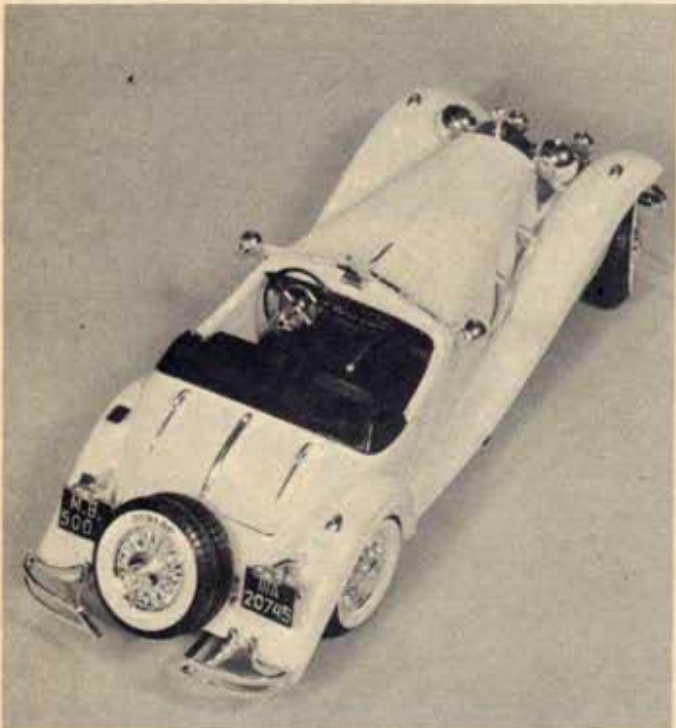
Two model manufacturers, Monogram and Hubley, offer reproductions of the mighty Duesenberg "SJ." Monogram has a 1/24 scale model of the torpedo phaeton, an unusual body style that might be described as a four-passenger



JO-HAN'S 1934 MERCEDES BENZ HAS MANY BONUS PARTS.



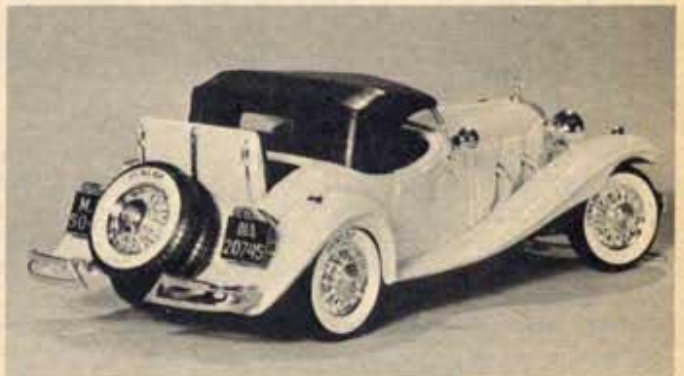
REMOVABLE TOP AND HOOD ARE FEATURED ON THIS 500K.



SIX CHROME SPOKE WHEELS WITH WHITES ARE INCLUDED.

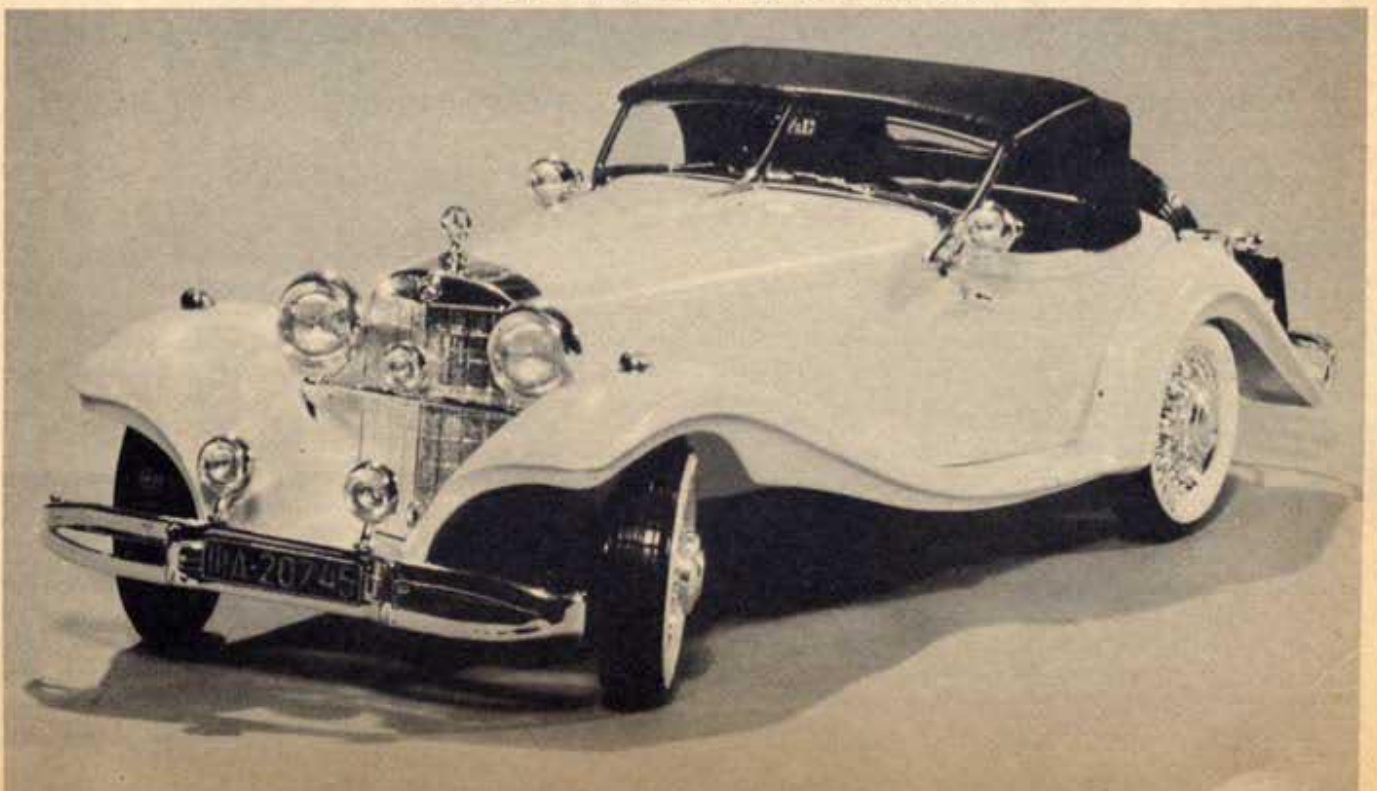


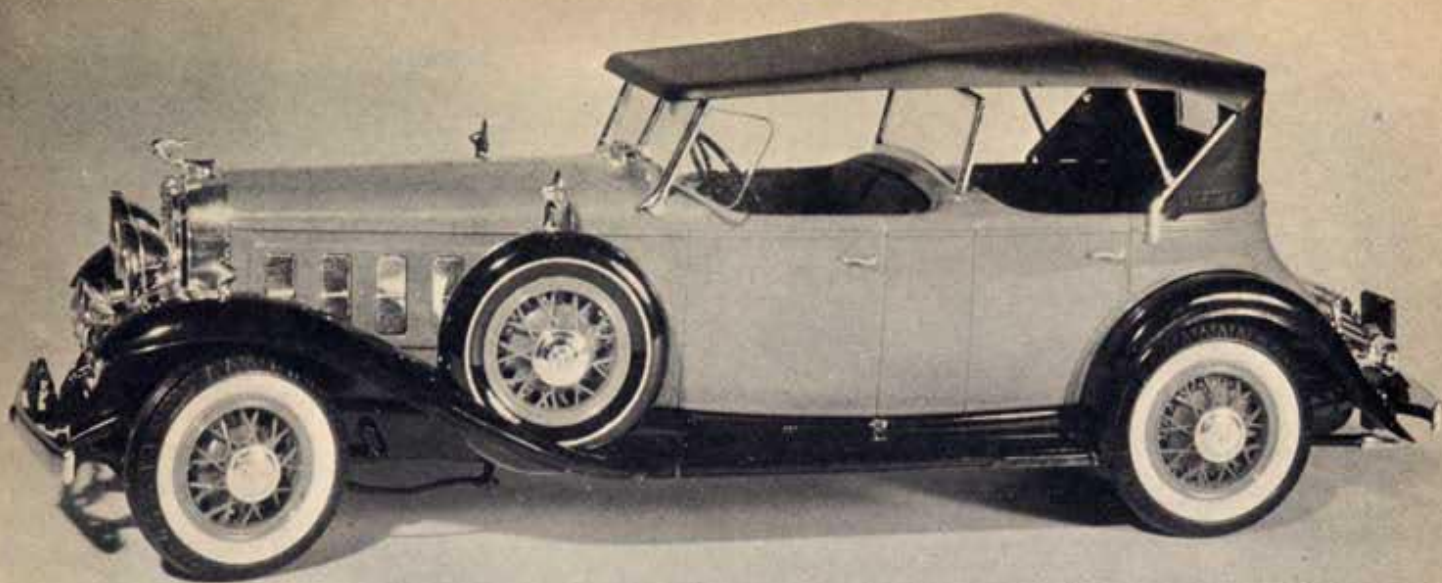
BOTH THE ENGINE AND CHASSIS ARE SUPER DETAILED.



OPENING RUMBLE SEAT IS A BONUS FEATURE.

JO-HAN'S \$1.98 MERCEDES IS A 1/25 SCALE KIT.





JO-HAN'S 1931 CADILLAC V-16 HAS MORE THAN 160 PARTS IN THEIR 1/25 SCALE \$1.98 KIT.

roadster. Price of the Monogram kit is \$2.98.

Hubley's "SJ" is a metal kit for a dual-cowl phaeton. No scale is specified for it but the completed model is over 12 inches long. Superbly detailed, the Hubley Duesenberg costs \$9.98.

Packard was a well-established favorite among American luxury cars when, in 1930, the firm introduced an all-new straight-eight that was surprisingly advanced for its time. The engine was mounted on an aluminum crankcase and drove through a four-speed gearbox, items that would jump out of a spec sheet even today. And low, sleek lines, highlighted by the characteristic Packard grille, made the 1930 straight-eight a standout in appearance as well.

Hubley produces three variations of the 1930 Packard, a roadster, a dual-cowl phaeton and a victoria, a forerunner of the modern convertible. Like their full-size counterparts, they share the same chassis but have different body structures. These all-metal models are 9½ inches long and sell for \$4.98 each.

Henry Ford entered the luxury car market by buying the rights to manufacture the Lincoln from another company. He took over production in the early twenties but made no changes in the engineering until 1928. That year, he installed a bigger V-8 engine to put the car among the better performers in the luxury field. By then, too, his

son Edsel Ford had begun to exert his tasteful influence on Lincoln styling, applying ideas that would eventually filter down to the Model "A" and early V-8 Fords.

The classic 1928 Lincoln in phaeton form is the subject of a kit from Model Products Corporation. And an earlier 1927 Lincoln roadster is said to be in the offing from MPC. Both models are 1/25 scale and are priced at \$2.00 each.

Chrysler made its mark in the annals of classic motoring with the Custom Imperial, a luxury vehicle built between 1931 and 1934. The car was quite conventional in engineering, with a rather ordinary straight-eight powerplant, but it had an exceptionally low chassis and rakish grille and hood lines that lent themselves to striking custom bodywork. Specially-built Imperials were among the sleekest cars of the era.

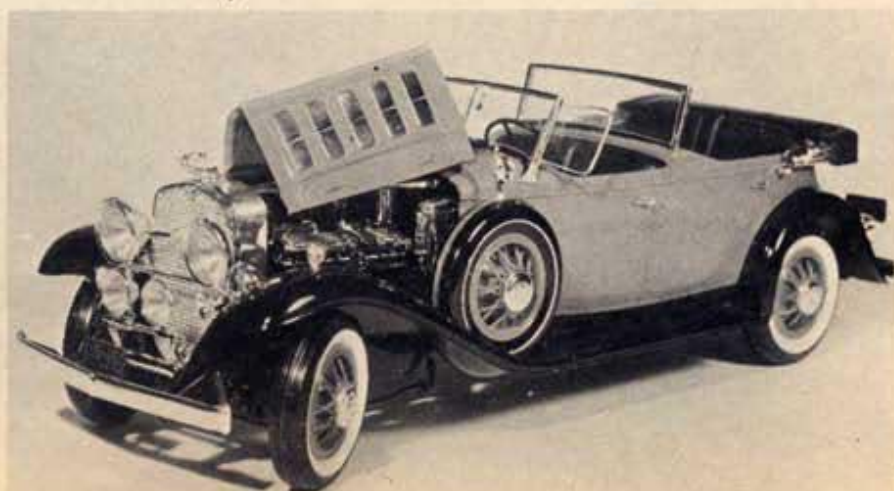
MPC pays homage to this highpoint in early Chrysler history with a 1/25

scale kit for a 1932 Custom Imperial convertible sedan, selling for \$2.00.

There are some unique details in both the Lincoln and Chrysler kits from MPC. The two cars are not only fine examples of classics, they also represent the "untouchable" times of prohibition and bootlegging. MPC has dramatized this aspect of the twenties and thirties by including extra, bullet-ridden body parts, gangster figures, guns and other accessories to build the cars as either standard classics or getaway vehicles.

Cadillac, along with Lincoln and Chrysler, is still regarded as one of America's finest cars. But nothing being produced by the firm today begins to compare with the most extravagant Cadillac of them all, the huge V-16 introduced in 1930. The engine in this remarkable car really consisted of two overhead valve straight-eights bolted on a single crankcase. Each cylinder bank had its own carburetor, manifold and ignition system.

Steerable wheels, two side mount tires, removable top and boot plus a super detailed V-16 engine and opening hood are features on this great American classic.



Jo-Han produces a 1/25 scale Cadillac V-16, a 1931 dual-cowl phaeton, for \$1.98.

Foreign classics don't receive the attention they deserve in this country. Names like Rolls-Royce, Hispano-Suiza and Isotta-Franschini are notably absent from the catalogs of American model manufacturers.

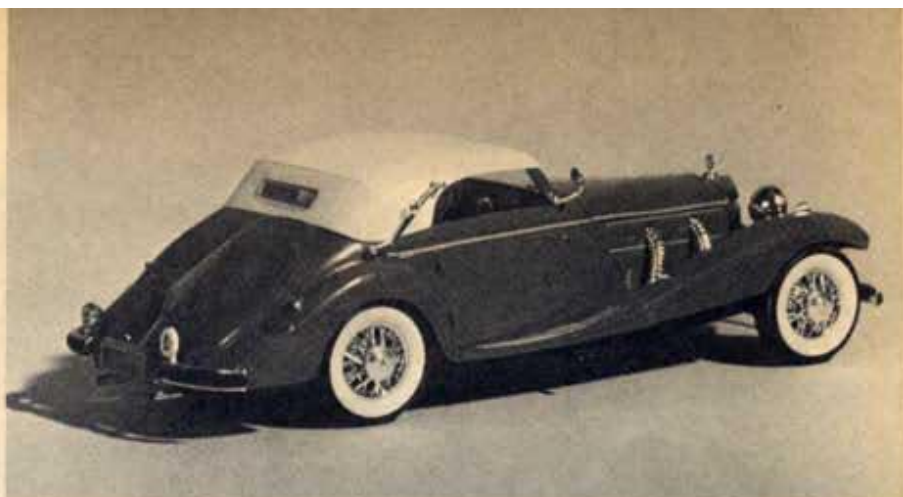
One great European classic, Mercedes-Benz, does get its due. And rightly so. During the thirties, this famed German firm produced one of the most daring and radical cars of the entire classic period. Introduced as the 500K in 1933 and altered to the 540K in 1937, it featured a supercharged straight-eight engine in a chassis with fully independent coil suspension for all four wheels.

Jo-Han makes a 1934 Mercedes 500K sports roadster in 1/25 scale for \$1.98, while Monogram offers a 1939 540K convertible, one of the last of the true classics, in 1/24 for \$2.98.

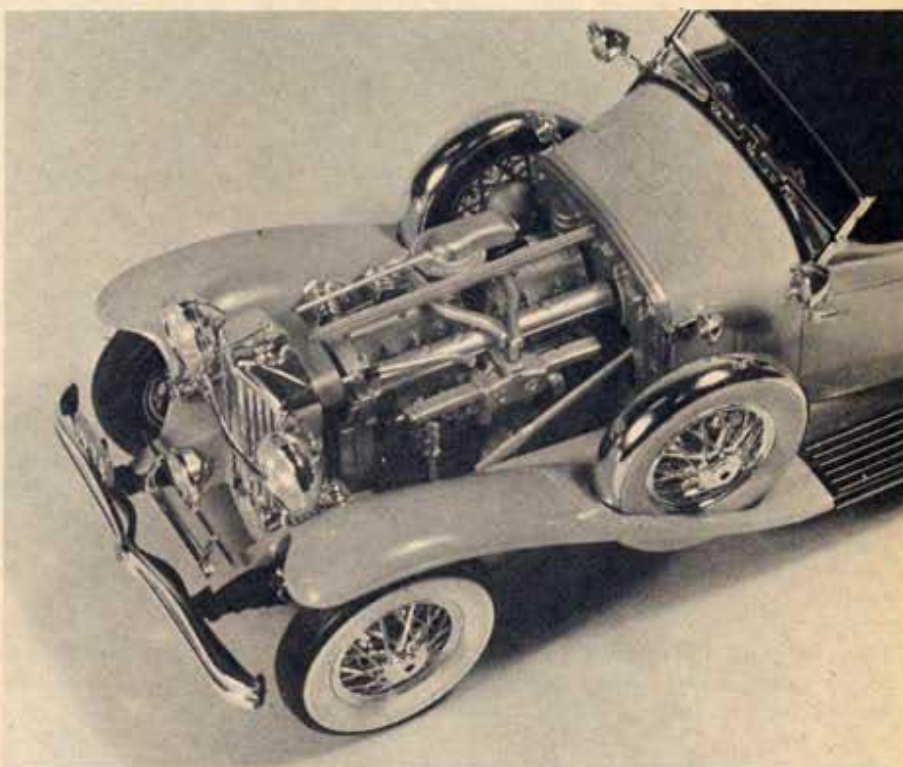
As we glance over the list of classics available as models, we note that most of them are quite close in scale. Hubley's big metal kits for the Duesenberg and Packard are out of proportion with the others, but they're meant as individual showpieces anyway. However, the Monogram, MPC and Jo-Han models for the Duesenberg, Lincoln, Chrysler, Cadillac and Mercedes-Benz are all either 1/24 or 1/25, close enough that they could be combined on a shelf to form an extremely impressive collection by themselves.

For the buff on a budget, Pyro has quite a series of classics in 1/32nd scale. These 50¢ kits feature such all-time greats as the Auburn Speedster, Cord Convert., the Bugatti and Bentley.

And we strongly suspect that there will be still more models of classics to join them in the near future.



MONOGRAM'S MERCEDES BENZ 540-K CAN BE BUILT AS EITHER A SHELF MODEL OR SLOT RACER.



MONOGRAM'S SJ DUESENBERG HAS A FULLY DETAILED ENGINE, AND MORE THAN 150 PARTS IN THIS 1/24 SCALE \$2.98 KIT.

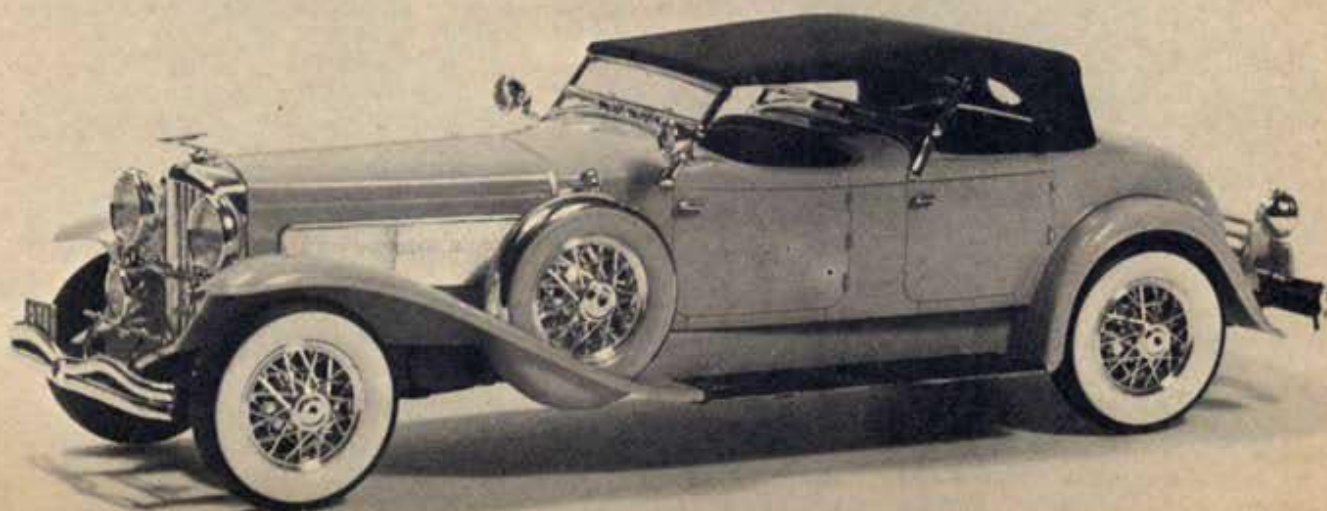


TABLE TOP RACING SECTION

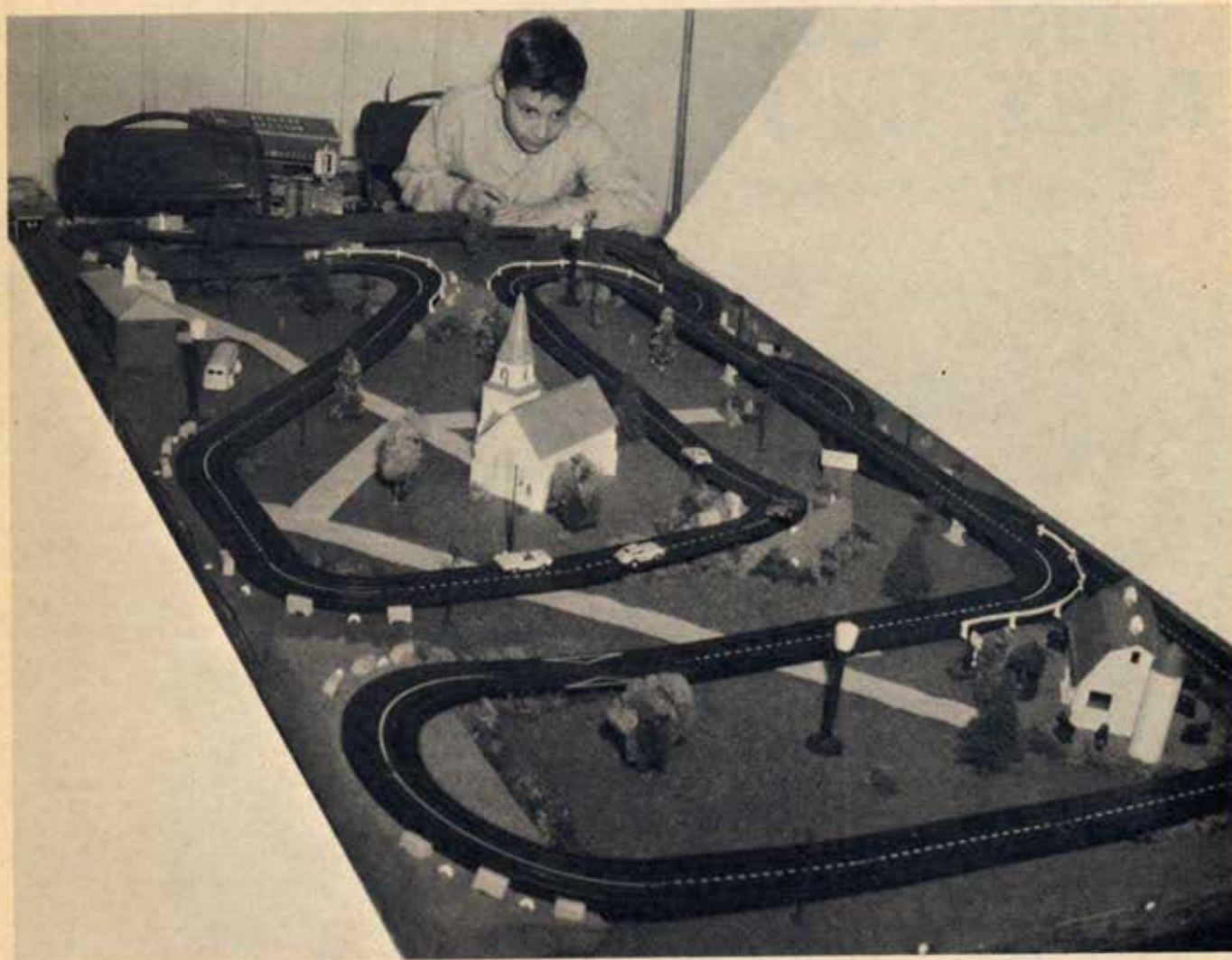


PHOTO CONTEST

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

**THIS MONTH'S
PHOTO CONTEST
WINNER IS**

**JAMES RINALDI
1910 Fenbroeck Ave.
Bronx, New York**

Let's Go Lotus Hunting With A **MOTORIZED AMT INDY CAR**

by Raymond E. Hoy



The hunter: AMT's Indy car can spell bad news for many a Lotus once these simple modifications are made.

through the magnet. (Photo No. 2) Slip the Crane front assembly in place and replace the screws. (Photo No. 3) Solder the Tradeship pinion to the motor. (Photo No. 4) Place the ring gear in position and slide the rear axle through the gear. Temporarily lock the gear to the axle. Final adjustment comes later. (Photo No. 5) Use brass washers, plastic spacers, and jam nuts and position the rear axle permanently.

Place the plastic belly pan, which is part of the AMT kit, on a table. Note the four mounting posts that are intended as receptacles for the front and rear axles in the stock kit. These also determine the wheelbase, and we shall use them for a guide. Cut the posts off close to the bottom of the pan. (Photo No. 6)

I could not adjust my Crane front end

THOSE OF YOU WHO THINK the Indy car Lotus duel ended Memorial day at Indy, should come to one of our race meetings some night. WE won't let it die! The battle is twice as fierce in my basement as it is at Indy.

Don't get me wrong! I'm a Lotus fan, pure and simple, but when I saw the gorgeous 1/32 scale Indy car kit made by AMT, I couldn't help but get nasty ideas in my head. I just had to build a super-awful Indy car to give my friends fits. If I could beat their GP machines with an INDY car... Hee hee, dirty me!

I gave it a "go" and came up with the most beautiful little monster you could ever want. I really started something, and now each race meeting bristles with several Indy cars and Lotuses, tuned to the teeth, and snarling at each other. (The drivers, not the cars.)

The AMT Indy kit costs fifty cents, and is intended as a shelf model. It proved to be the easiest kit to convert to slot racing that I have ever seen.

I used a Pittman DC196A for power, with Tradeship gears, and E. E. Crane set-up for the front end, and a "pin" guide arrangement in place of the conventional blades.

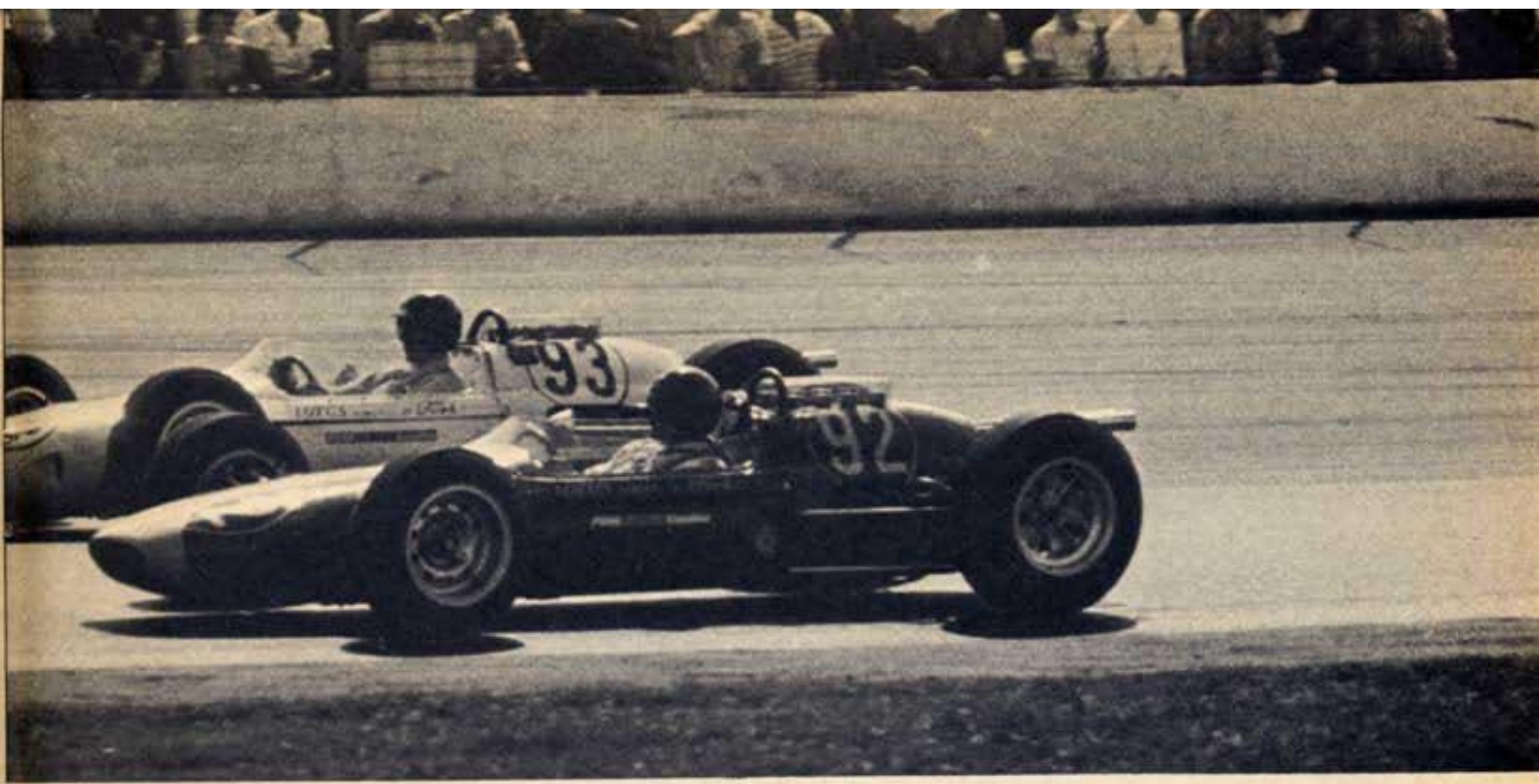
The wheels are 5-40 Dynamic mag wheels with Firestone tires by Revell. I used Monogram axles and Dynamic three lobed knockoffs.

Photo No. 1 shows the parts necessary to build the car. Start by removing the screws in the front of the motor that runs

The more realistic the cars and track side scenery, the better the race. Here you can almost smell the burning rubber.



MODEL CAR SCIENCE



short enough to match the wheelbase of the AMT Indy car, so I cut $\frac{1}{4}$ " off the longest part of the "T" tube. (Photo No. 7) This let the long tube of the "T" slide all the way into the Crane assembly that is permanently mounted to the motor. Solder the tubes together after you are satisfied that the wheelbase is correct. (Photo No. 8)

Slip the front axle in place. Position permanently with brass washers, plastic spacers, and jam nuts.

So far it's simple. Temporarily set the top half of the body in place. Snug fit eh wot? Nevertheless, it fits, and that's the main thing. Quite a cockpit full of motor, however. Remove the top half of the body. That was just to prove to you that it will fit, because I know by this time you're having your doubts.

Primer all the body parts. When they are dry, sand them down and spray each body section separately and let it dry. I painted the nose cowlings dark Blue, and the body shell White.

I used a "pin" in the front, instead of

a conventional blade, mainly because it made it a lot less work trying to find clearance for the guide. File the threads off a long, 4-40 bolt, but only after the bolt was pushed through the vertical tube that accepts the conventional blade shank, and a 4-40 nut threaded on from the bottom. Tighten the nut down and secure it permanently with a spot of solder. See the drawing for details of the "pin" arrangement.

So far it's simple. Cement the tires on the wheels, and twist and pull at each one until they are sitting squarely on their rims. Let them dry. Then you can start sanding the tires true by threading each one on an axle, and mounting the axles in a drill bit, one by one, and holding the rotating tire against a sandpaper block.

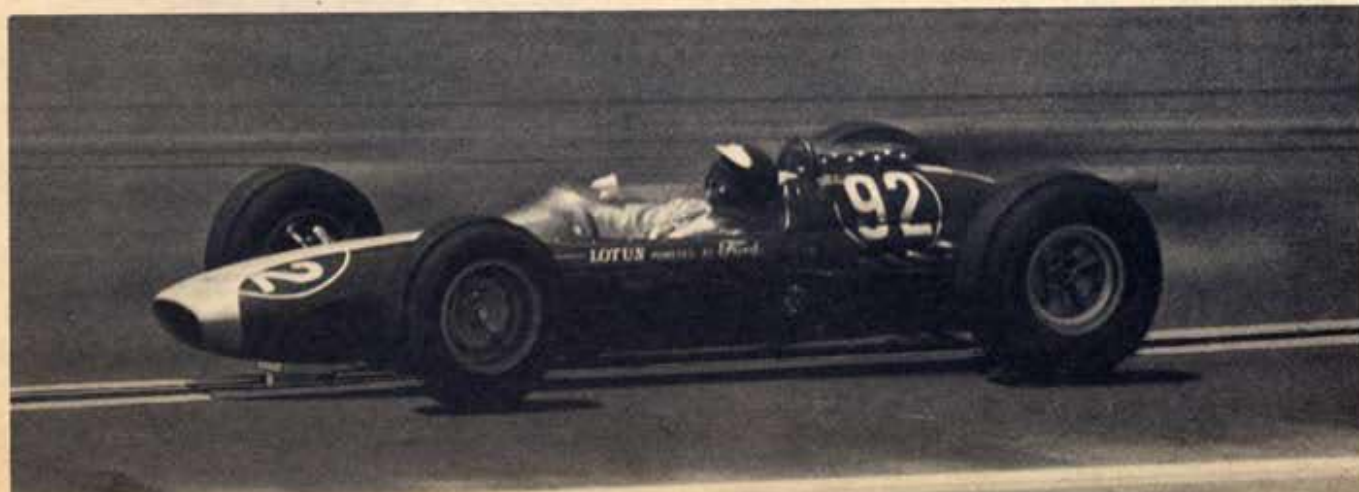
To fasten the body bellypan to the

The Ford-powered Lotus race cars of Jim Clark (right) and Dan Gurney are shown here running together at the start of the Milwaukee 200-mile race in which they placed first and third respectively.

frame, cut a piece of plastic or hard balsa that is $\frac{1}{16}$ " thick, and a full $\frac{13}{16}$ " wide, by $\frac{3}{4}$ " long. Place it under the front mounting plate that is an integral part of the Crane front end. Position the motor-chassis unit exactly where you want it, and drill a $\frac{1}{16}$ " hole down through the wood or plastic block, and on through the belly pan, using the old mounting holes as a guide. (See photo No. 9) Make a rear body mount as shown in the drawing. Drill through the plastic belly pan, ($\frac{1}{16}$ " holes) so the body mounting bolts can pass through and be secured with a nut on the bottom. The rear body mount must be attached in the following sequence.

After the body mount itself has been cut out and bent to the proper configura-

The hunted: Second place winner of the Indianapolis Memorial Day "500" Race, Ford-powered Lotus is big game.



tion, (check the drawing) and the holes drilled in the metal, drop a 2-56 screw through the center hole and let it dangle there. Remove the side screws from the rear axle mounting bracket on the side of the 196A motor, and slip the body bracket over these holes and replace the screws. (Photo No. 10). The rear body mount is now secured to the motor.

Place the screw that is dangling loosely from the center hole of the body mounting bracket, down through the plastic belly pan. Place a 2-56 nut on the bottom of the pan and tighten it down. The rear of the motor is now secured to the body belly pan. (Photo No. 11)

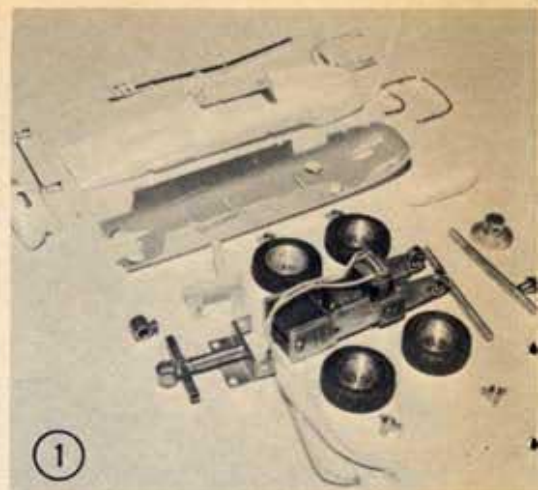
The top half of the body should be made removable for maintenance, etc. Carve a piece of hard balsa or plastic to the approximate shape of the tail section, and glue it to the belly pan behind the rear axle. There is a lot of unused space back there. Cut another plastic or wood block and place it in position over the

longest tube of the front "T" Crane assembly, and glue it to the belly pan.

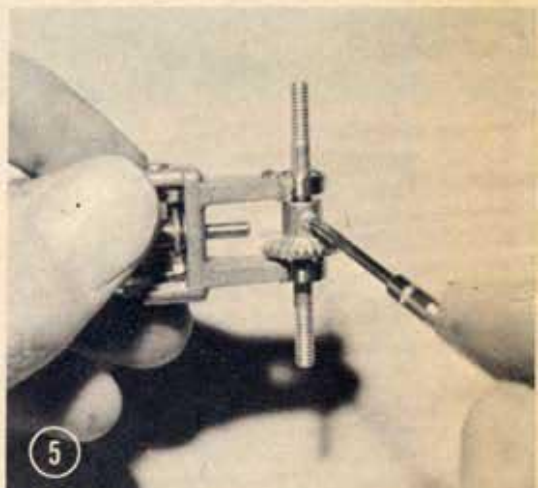
Mark on the side of the belly pan with a pencil, to indicate where the wood blocks are located. Place the top half of the body shell in position, and use the pencil marks for a guide. Drill two 1/16" holes through the plastic body shell, and on down into the body blocks mounted below. Use small screws and run them through the holes in the body shell, and into the wood blocks. Don't tighten them too tight. (Photo No. 12)

Now you can detail the body, adding decals, the chromed exhaust pipe, filler cap, (which will cover the rear body mounting screw) nerf bars, and windshield that came with the kit. Adjust your gear lash and use Loctite on the wheels and other nuts and bolts throughout the car.

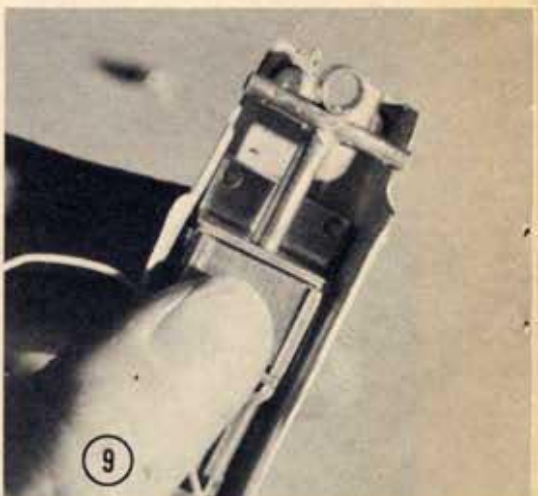
You're ready to race. If things get too rough, even for this beauty, you can always drop a 65A armature in place! Now, go Lotus hunting!



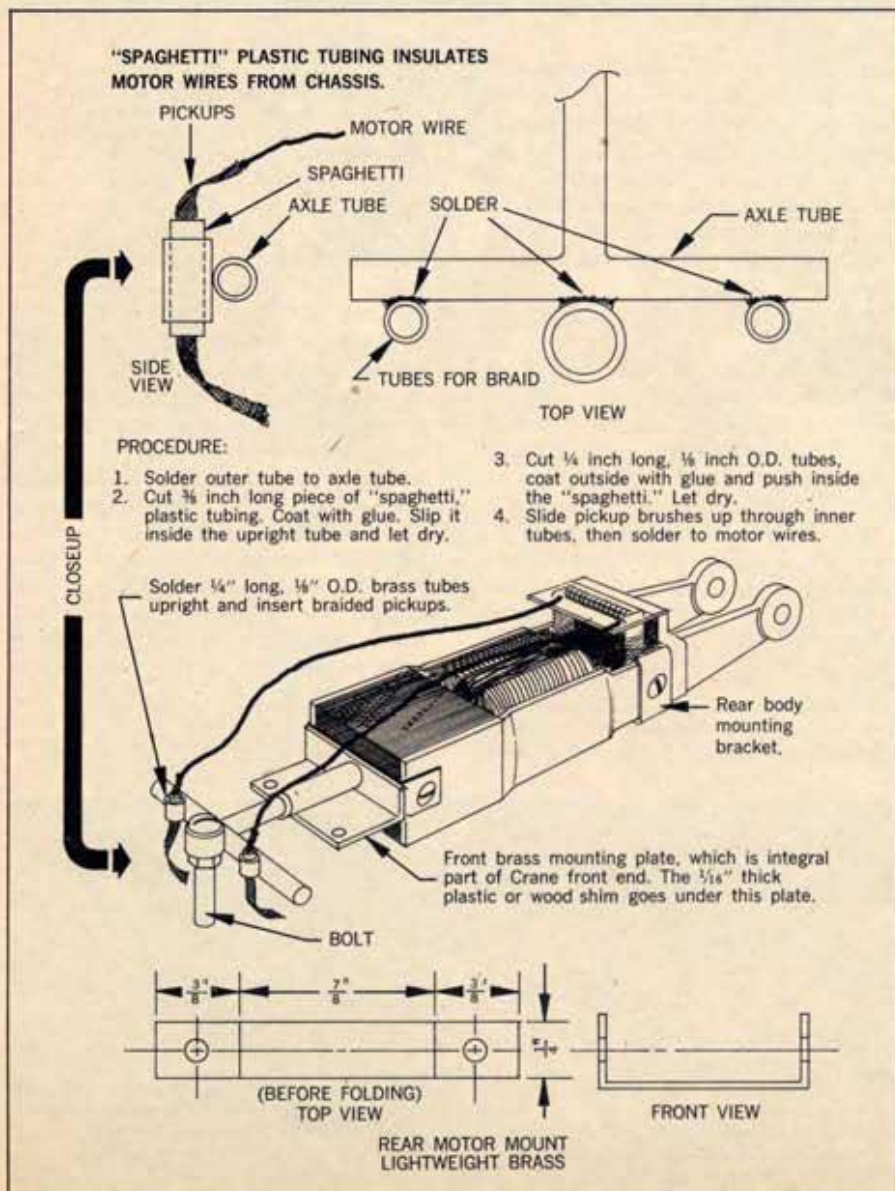
The necessary parts needed to build our Lotus-killer.

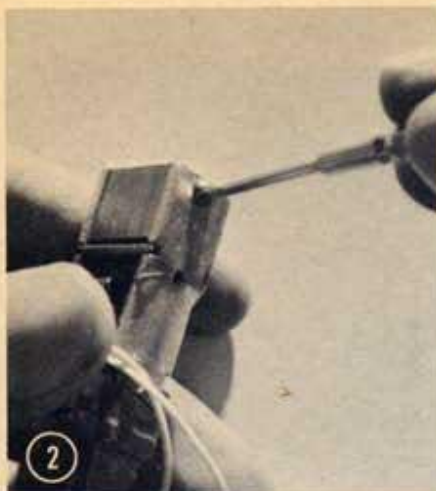


Temporarily lock the rear to the axle while you position the rear axle permanently in place using washers, spacers, and jam nuts.

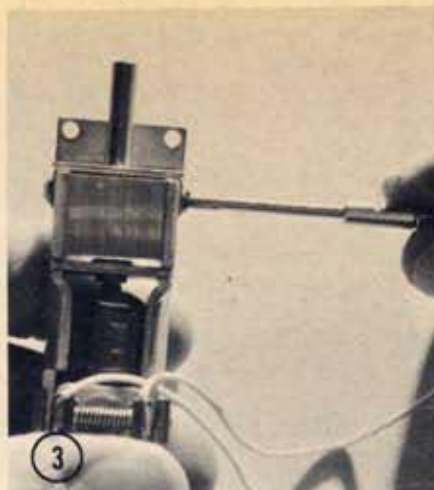


Drill holes through the brass mounting bracket on the Crane front end, and down through the plastic or wood motor mount under the bracket. Secure with short 4-40 screws and nuts.

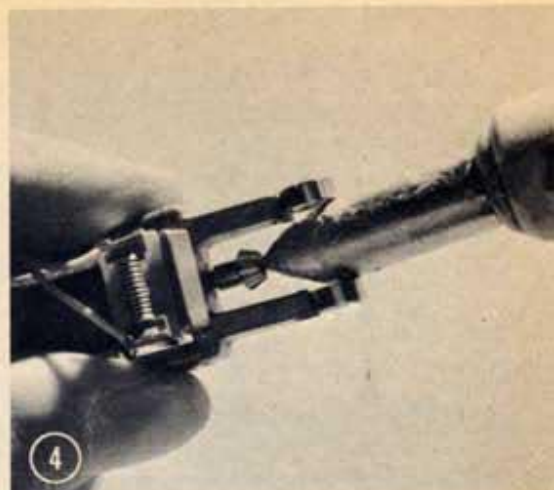




2
Remove the screws in the front of the motor that run through the magnet.



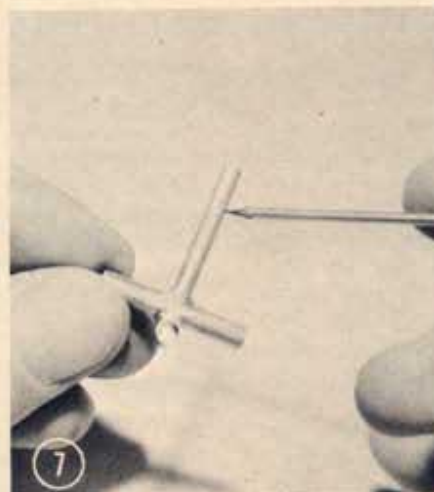
3
Slip the Crane front end in place and replace the screws.



4
Solder the Tradeship pinion to the motor.



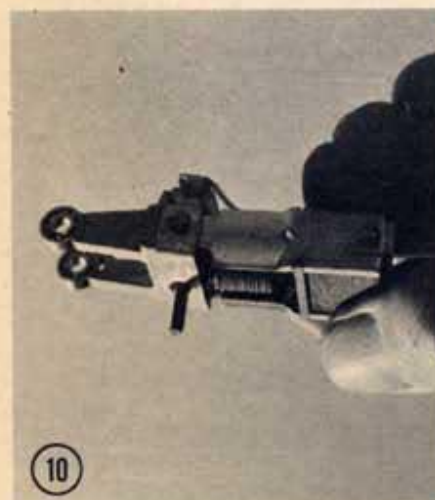
6
Cut the old mounting posts off down close to the belly pan.



7
Cut 1/4" off this long tube.



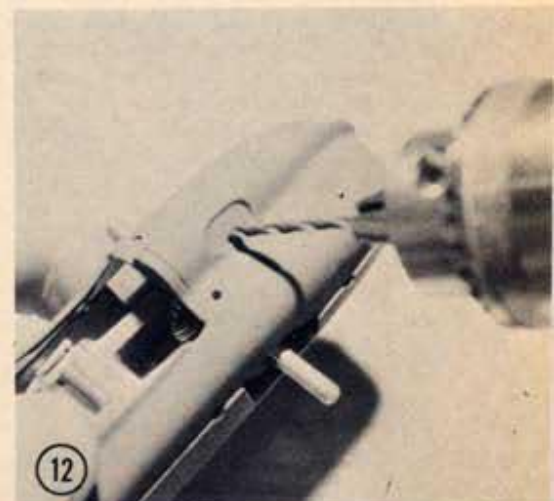
8
Obtain the correct wheelbase. Then solder the tubes together.



10
Remove the side screws that hold the rear axle bracket to the motor. Slip the rear body mount in place over these holes, and replace the screws.



11
Drop the 2-56 screw that is dangling from the bottom of the rear body mount, through a hole drilled in the bellypan, and secure with a 2-56 nut.



12
Use small screws, inserted through the holes you have drilled in the plastic shell, to attach the body to the wood body blocks that are mounted on the pan.

PART III

DESIGNING an HO SUPER-CIRCUIT

By Raymond E. Hoy

LAST MONTH we laid the track on our newly-built table. The overall configuration of the track looks quite appealing, and it should make a very interesting circuit to drive on.

This month we're going to wire the track. Wiring is a very important step, not merely because you can't race without power, but because a poorly done job of wiring causes more delays during racing than any other single problem. Your cars probably give the least problems, providing your track is solid, and the connections are good.

I am going to leave the choice of power supplies up to you. My own personal choice is a 12 volt car battery, and that's what I'll use on this particular circuit. However, a regular Aurora, (or other brand) HO power supply will work fine. I personally can't see using 20 volt power supplies on a car in HO scale, or for that matter, in any scale, as the speeds are far too great for realistic action. A twelve volt battery gives a much more stable, even power supply, and also reduces the speed of the cars slightly, bringing them more in line with what they should actually be turning in lap times. You can suit yourself.

We will also incorporate an Aurora electric lap counter, so we can keep track of who's leading when we finally get to racing.

The track will incorporate many of the better ideas from 1/32-1/24th racing. There will be a jackbox, which I will show you how to build, or you can buy one commercially made. I am going to use standard, plunger-type controllers, normally used for 1/32 scale racing and wired for dynamic braking. There will be standard 1/4" phone plugs attached to the wires leading from these controllers. The track will be wired to standard NASRR rules.

Dynamic braking is absolutely essential on any scale race cars, but I feel it will be particularly valuable in HO scale.

The HO cars travel at such fantastic speed that anything you can do to secure better control over your car is extremely beneficial.

Start wiring the track by setting the battery (or regular power supply) below the table, on a box. If you wish, you can build a regular battery holder. Anyway, the power supply should be under the table, but up off the floor, away from any possible damage or dirt. (Photo No. 1)

If you want to build your own jackbox, just take a piece of lightweight aluminum or masonite and cut it to approximately 6" x 3". Drill two, 3/8" holes in the front, (using the drawing for a guide) to accept the phone jacks. Buy two, standard 1/4" phone jacks, (3 connection type) and insert them as shown in the photo No. 2.

The most convenient way to install this jack panel is to wire it first, and then mount it. Cut a piece of green, No. 20, enamel coated wire, to a length of 3". Strip about a half inch of insulation off each end. Twist the strands to make them stick together and coat them with solder, while you hold a hot iron to the bare wire. Let the solder flow into the strands. That is called "tinning" the wire. Let it cool. Now take a small pair of round nose pliers and form a small loop on each end of the wire. This green wire connects to the "Tip" connection of each jack. Solder in place. Now cut one more piece of green, No. 20 wire, about three feet long. Strip the ends, tin, and form a loop in each end. Hook one end into the "tip" connection on the jack, as shown in Photo No. 3. What you have done is tied the tip connections of both jacks together, and then to the long green wire that will now run to the negative post on your power supply. From that negative post, you must run two more green wires, each one about three feet long, and stripped and tinned as the others were, one going to each left-hand

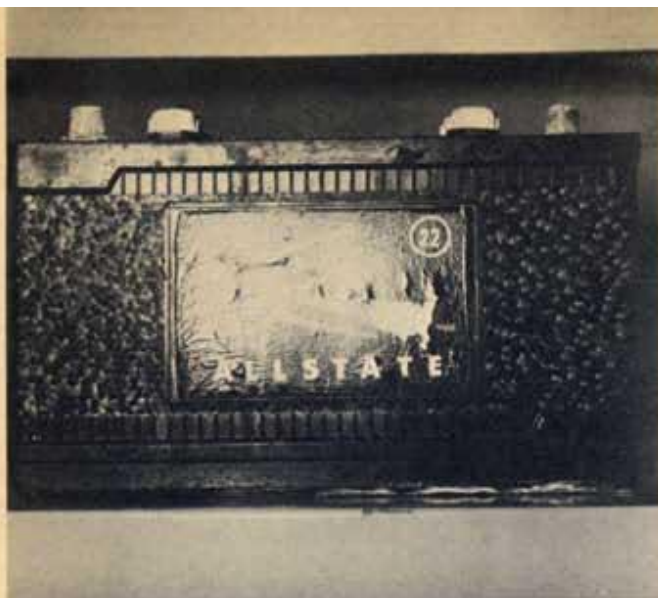
track tape, looking in the direction of travel. (Photo No. 4)

After you have finished that step all the way through, go back to the jack panel. Cut a piece of red, enamel coated, No. 20 wire, about 3" long. Strip the ends and tin as you did the short green wire. Form loops and hook into the sleeve connection of each jack. You have now tied the sleeves together. Run a piece of 3' long, red, No. 20 wire from one "sleeve" connection to the positive connection on your power supply. That step is now completed all the way through. (Photo No. 5)

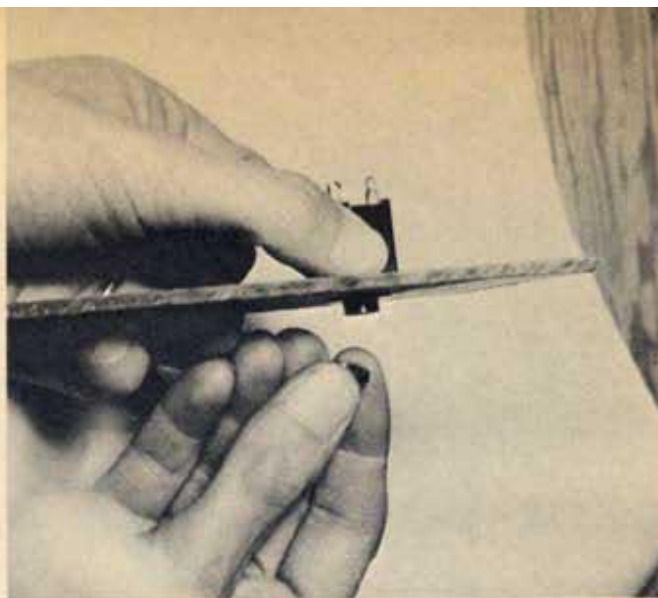
Back to the jack panel. The last step is easy. Cut two pieces of blue, No. 20 enamel coated wire, each piece 3 feet long. Strip and tin the ends. Form a loop on one end of each wire. Solder to the "ring" connection of each jack. Note: These jack connections are not tied to each other as the first two were. The blue wire must run from the "ring" connection on the jack, directly to the right hand track tape, looking in the direction of travel. Do this with each jack. (Photo No. 6)

The jackbox is now fully wired to the power supply, and to the track. If you use a commercial jackbox, the wiring is easier, as all the wiring inside the jackbox is done for you. If a commercial jackbox is incorporated, just set it on the table and run the green wire coming out the back to the negative post on the power supply, and then from that negative post run two green wires to the left-hand track tapes of each lane, looking in the direction of travel. Then connect the red wire to the positive side of the power supply. Each blue wire would then go to the right track tape of each lane. Simple. (Photo No. 7)

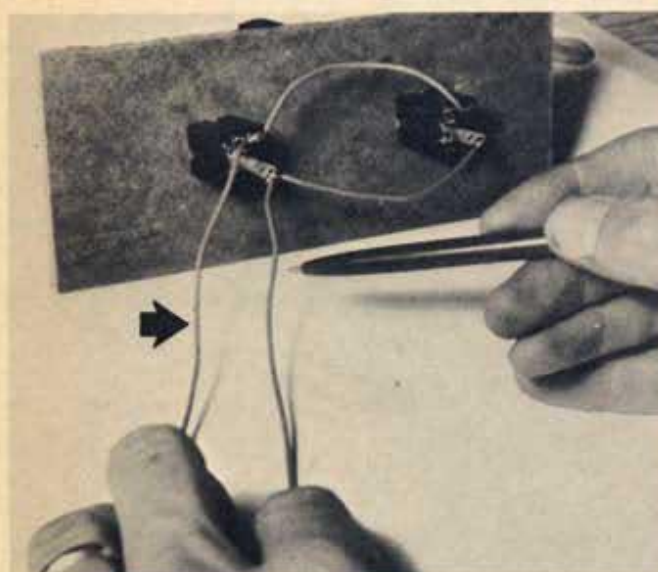
Now you must wire your hand controller to a standard 1/4" phone plug. See drawing No. 2 for instructions on connecting the controller wires to the phone plug.



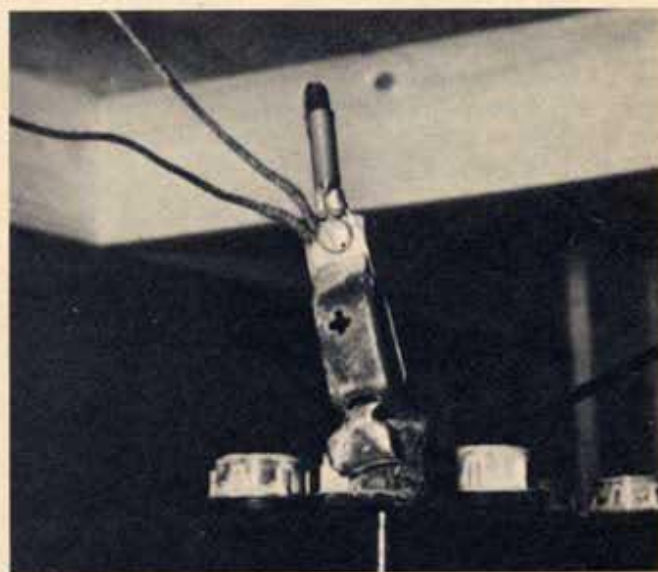
Keep the battery or power supply up off the floor where dirt cannot impair its efficiency.



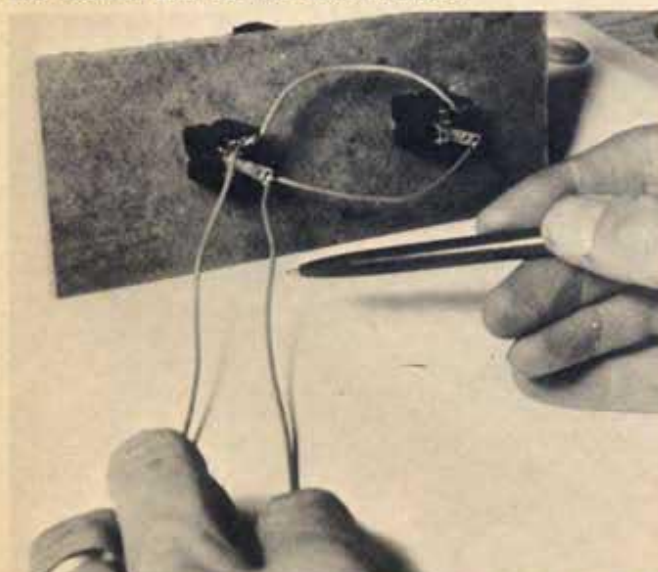
Insert the jacks in the jack panel as shown here.



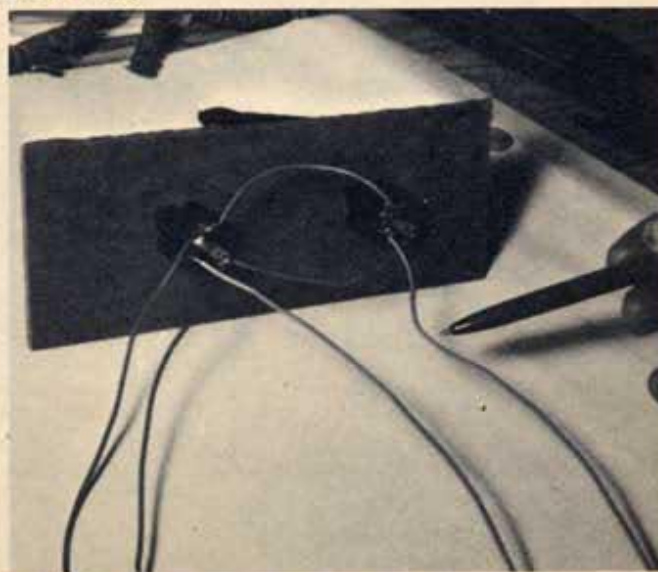
The wire is connected to the "Tip" connection on both jacks, thereby tying the two jacks together. The wire running from the tip connection pointed out by the arrow, goes to the negative post on your power supply.



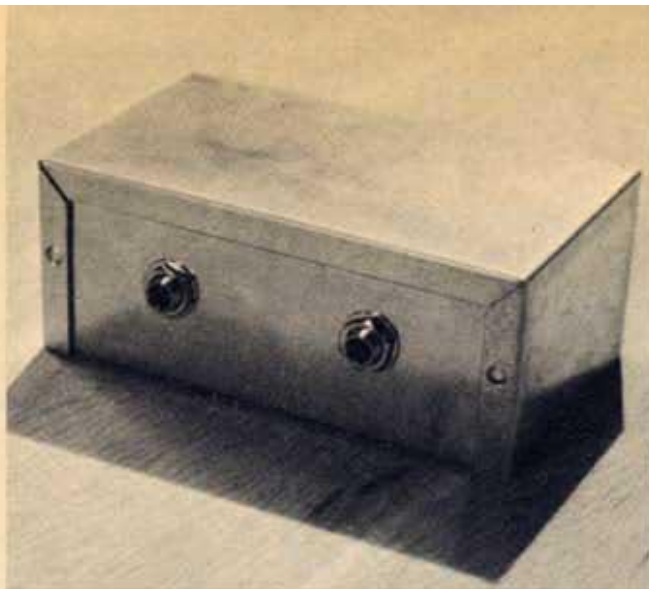
From the negative post on your power supply you must run two Green wires to the left hand track tape, looking in the direction of travel. (One wire goes to each left-hand track tape.)



Tie all the "sleeve" connections together as shown. The wire running from the "sleeve" connection pointed out by the arrow, goes to the positive connection on your power supply.



Each of these Blue wires runs from the "ring" connection, (pointed out by the arrow) to the right hand track tape, looking in the direction of travel.



A commercial jackbox would be hooked up the same way as the homemade jack panel, except you wouldn't have to bother with all the interior wiring.



The battery charger in use, hooked in the circuit between the 110 volt wall plug and the battery.

The lap counter comes with complete instructions, so there is no use repeating them here. Just follow the Aurora instructions to the letter and your counters will work perfectly.

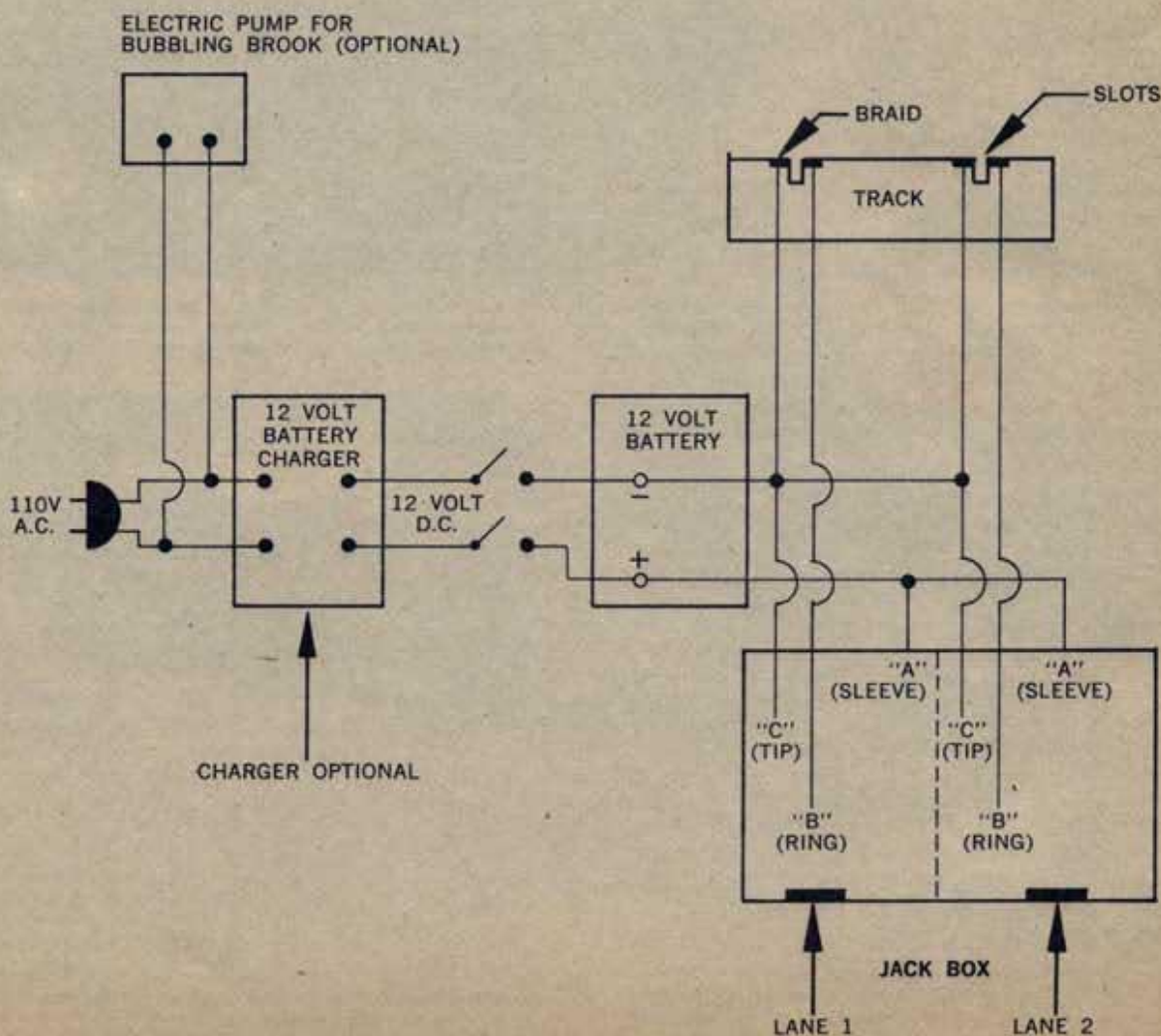
You will notice in the wiring diagram that there is a 12 volt battery charger

incorporated in the circuit. This is optional. It will give you a constantly charged battery, with no fear of ever running low on power. (Photo No. 8)

You will also notice on the wiring diagram that the lap counter is not shown. That is because of the portable

nature of the Aurora electric counter. It requires no alternating current, so you can insert the counter anywhere in the track layout that you wish. It operates off the regular battery DC current. (Photo No. 9)

I have also installed a miniature water





The electric lap counter, in place. Wiring is extremely simple, and all you have to do is follow the Aurora instruction sheet.



The finished track, laid on a solid framework and neatly wired. Next month we'll start the landscaping.

pump in the circuit to run our "babbling brook." This is another optional feature. I plan to install a small lake in one part of the circuit, fed by a small stream that runs under the track. We will do this in part four, next month. The part number of the electric pump is #50,345 in

the Edmund Scientific Co. Catalog, No. 651. Edmund Scientific Co. is located at Barrington, N. Jersey, and that address will get your order to them quickly. They put out a free catalog with many items that you will find of use in the hobby industry. The pump sells for \$2.25.

Your track is now wired. You have a good stable power supply, excellent plunger type controllers, dynamic braking, and an electric lap counter. Next month we'll start building scenery.

END OF PART THREE.

BILL OF MATERIALS

2 each — SwitchCraft, $\frac{1}{4}$ " standard, 3 connector phone jack. #112B HI-D Jax \$.20 each.

2 each — SwitchCraft, $\frac{1}{4}$ " standard, 3 connector phone plug. #267 Littl Plug \$.43 each.

1 each — Waterpump, Catalog No. 651, Edmund Scientific Co. Edmund catalog no. 50,345. \$2.25 each.

1 each — 12 volt battery charger. (Optional).

1 each — Aurora electric lap counter.

1 each — 12 volt car battery, or standard Aurora power pack.

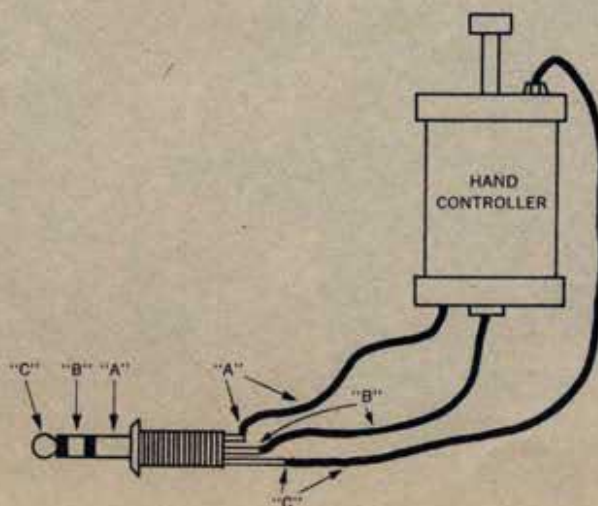
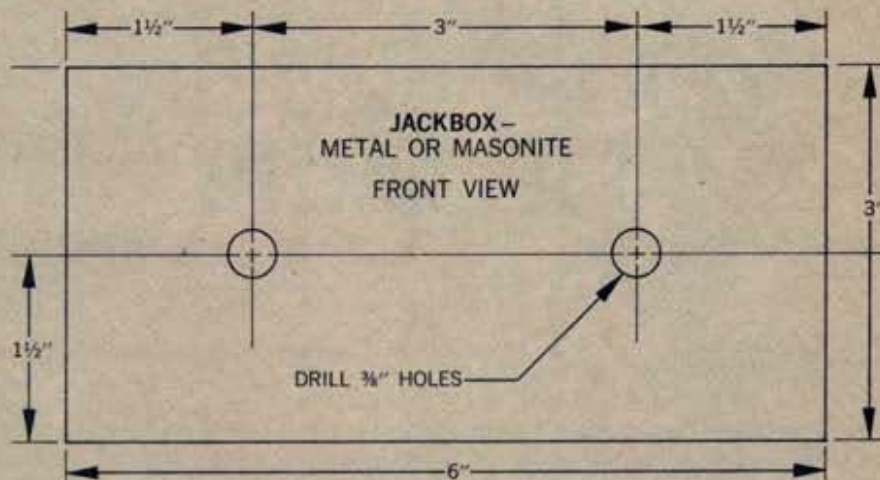
2 each — $\frac{1}{32}$ scale plunger type hand type controllers, wired for dynamic braking. M.R.R.C. controller preferred.

1 each — commercial jackbox. (Needed only if you do not intend to make your own jack panel, using the above mentioned jacks and plugs.)

Approximately 6 feet of Blue, enamel coated No. 20 stranded copper wire.

Approximately 10 feet of Green, enamel coated No. 20 stranded copper wire.

Approximately 4 feet of Red, enamel coated No. 20 stranded copper wire.





SUPER TUNE YOUR ELDON AND **WIN**

8 SIMPLE STEPS TO SUCCESS

A successful racing car is always a series of well planned steps toward a perfectly tuned machine that has been carefully checked down to the last nut and bolt. A winning slot racing car re-

quires the same type of adjustments and tuning for top performance.

Each Eldon racing car is test run at the factory, but by following a few basic steps, you can build in that something

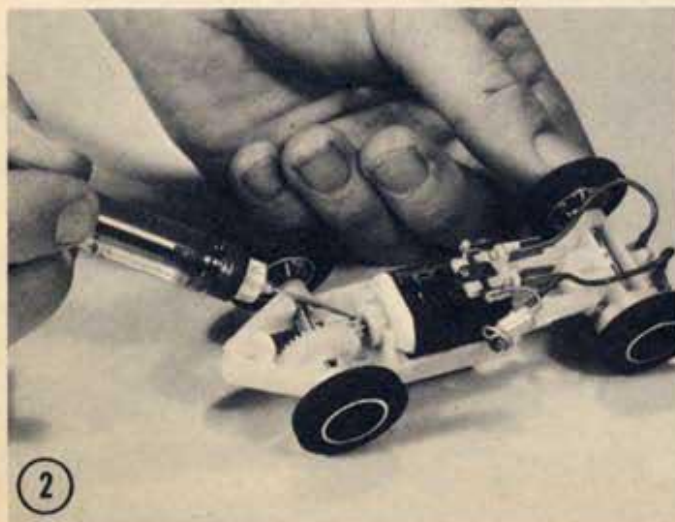
extra that it takes to WIN!

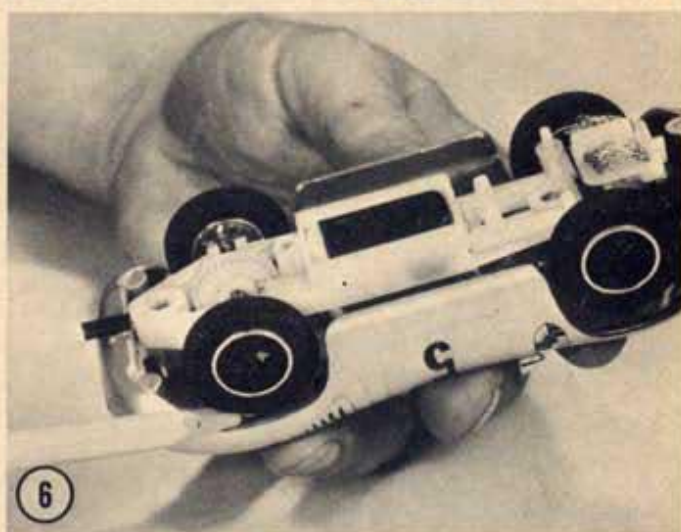
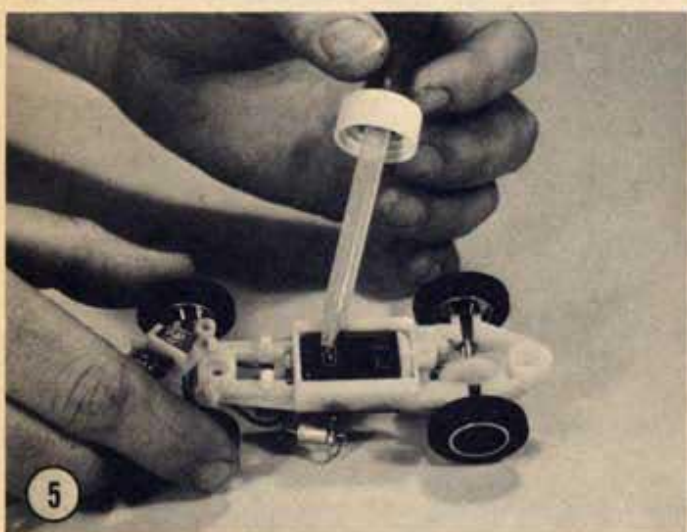
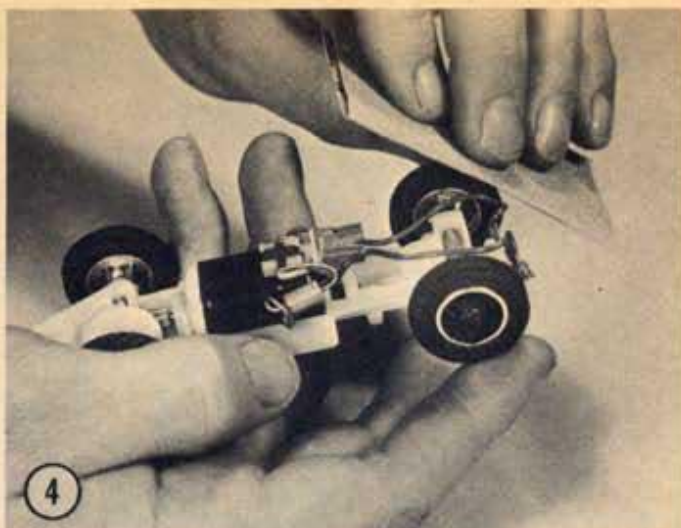
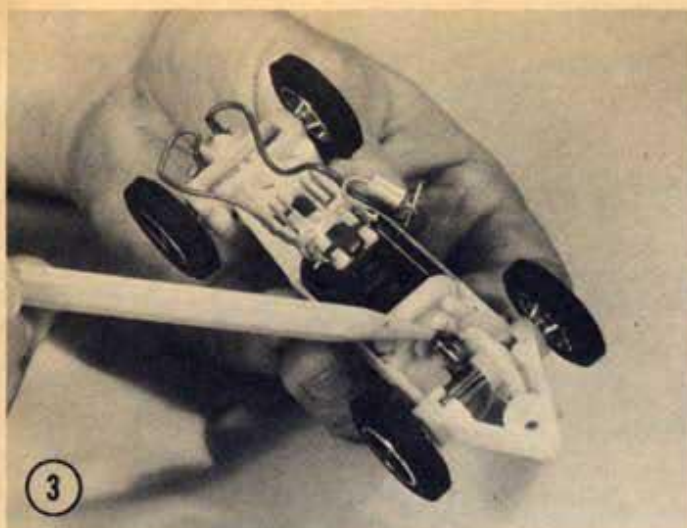
Most of the tools and materials should become a part of your racing kit and can be used to tune all your model racing cars.

1. Oil axle — After each racing session, clean the axle and axle housing and apply one or two drops of medium grade oil.

2. Oil motor — Every 4 hours of running, carefully apply a small amount of oil to each motor bushing.

3. Gear alignment — For smoothest running, frequently check the clearance between the motor gear and the axle gear. When clearance becomes excessive, replace the rear end- gear assembly. Parts





are available at all Eldon Service Stations.

4. Sand tires — Using medium grade sandpaper, sand down any ridges on the tires and rough up the tread pattern.

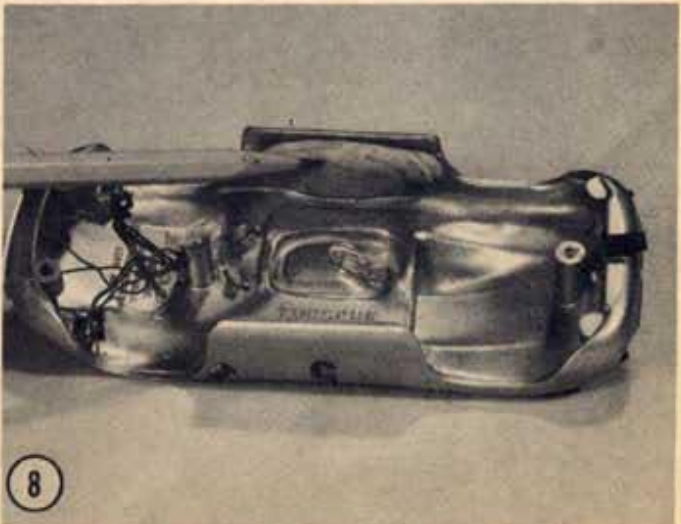
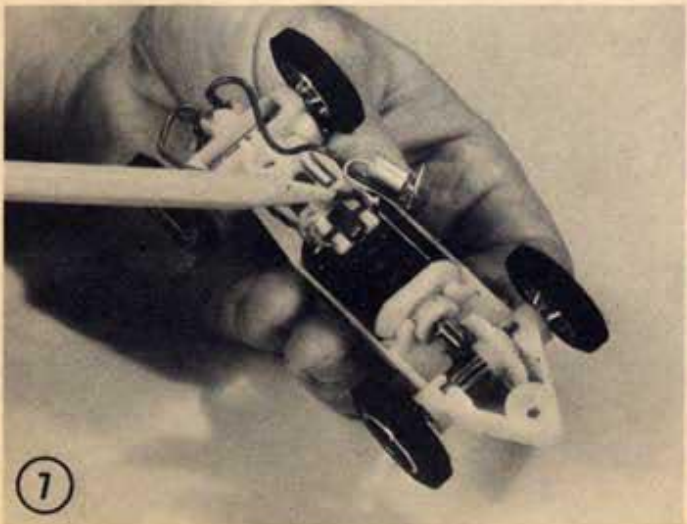
5. Between each race, apply a couple of drops of cleaner to the motor commutator. The best cleaner is the type used for cleaning T.V. tuners or regular lighter fluid.

6. Tire clearance — Assemble the chassis to the body shell and check the clearance at each wheel well. Also check that the tires are not dragging on any of the electrical wiring to the headlights.

7. Electrical connections — All electrical connections should be secure, especially at the motor and pickup brushes. When pickup brushes are worn down to 1/4

inch, they should be replaced with new ones.

8. Clay weight — Each car requires a different amount of weight for different track layouts. The easiest method of balancing the car is to add small amounts of clay up inside the body shell. Be sure to keep the clay away from the gears and wheels.



The Further Adventures of McTRACK

BY GEORGE E. SIPOSS

Who says there's no imagination in slot racing?

AS McTRACK'S CAR pulled into the driveway, I could not hold back a chuckle: underneath the front end was an imitation pickup guide. He climbed out of the car and put the hand control down on the seat.

"Had this rig re-wired so I can control it by rheostat, instead of foot throttle," said he as we shook hands.

"The most" I replied, and we shuffled over to his trailer. You see, he has a trailer behind his car in which he carries all his slot cars to the various model meets.

Then McTrack pulled out his latest creation which slightly resembled a sideways accordion with two slicks on the rear end and a slot guide under the front.

"Wait till I grab the lead," boasted my friend as we put our cars on my track and lined up for the start. Sure enough after 8 laps he grabbed the lead and the weirdest thing unfolded in front of my eyes. Unfolded is the word, since at his remote controlled command, the car unfolded sideways and hither invisible guides descended into all four slots. Needless to say, he had it sewn up, I could not overtake a car that occupied all four lanes in front of me.

"So you want to play rough, eh?" I remarked and no sooner had he left that night I started construction of my retaliatory slot racer. It was of fairly conventional construction but on its top there were several fins like a shark with many dorsal fins.

At our next weekly meet, my super

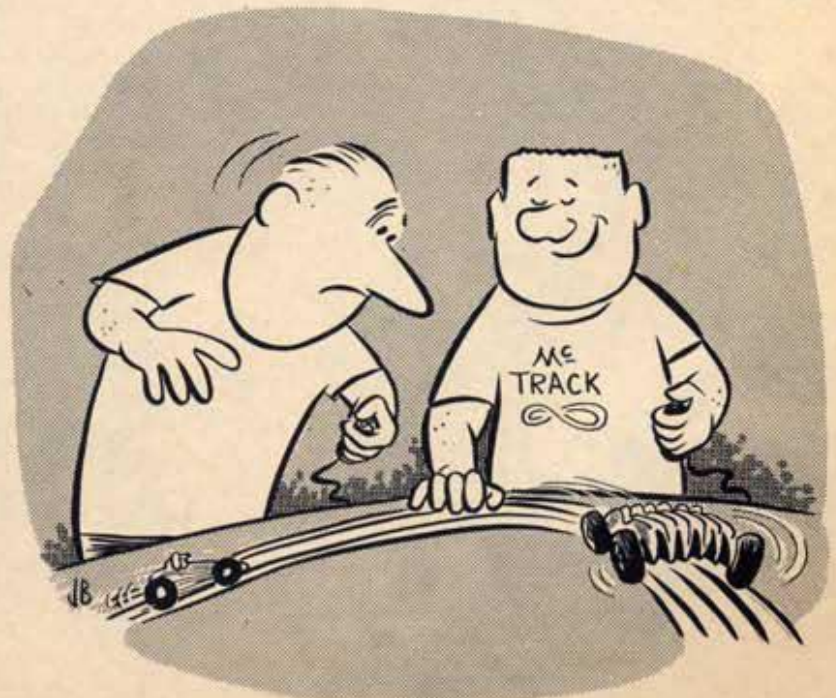
ILLUSTRATIONS BY
JACK BONESTELL

"fin" car (which I affectionately called "Mack the Knife") won the race. Every time it passed under the mechanical lap counter, the fins tripped it several times and all I had to do was cruise, while McTrack fought desperately to make his lap

counter register the same number of laps as mine.

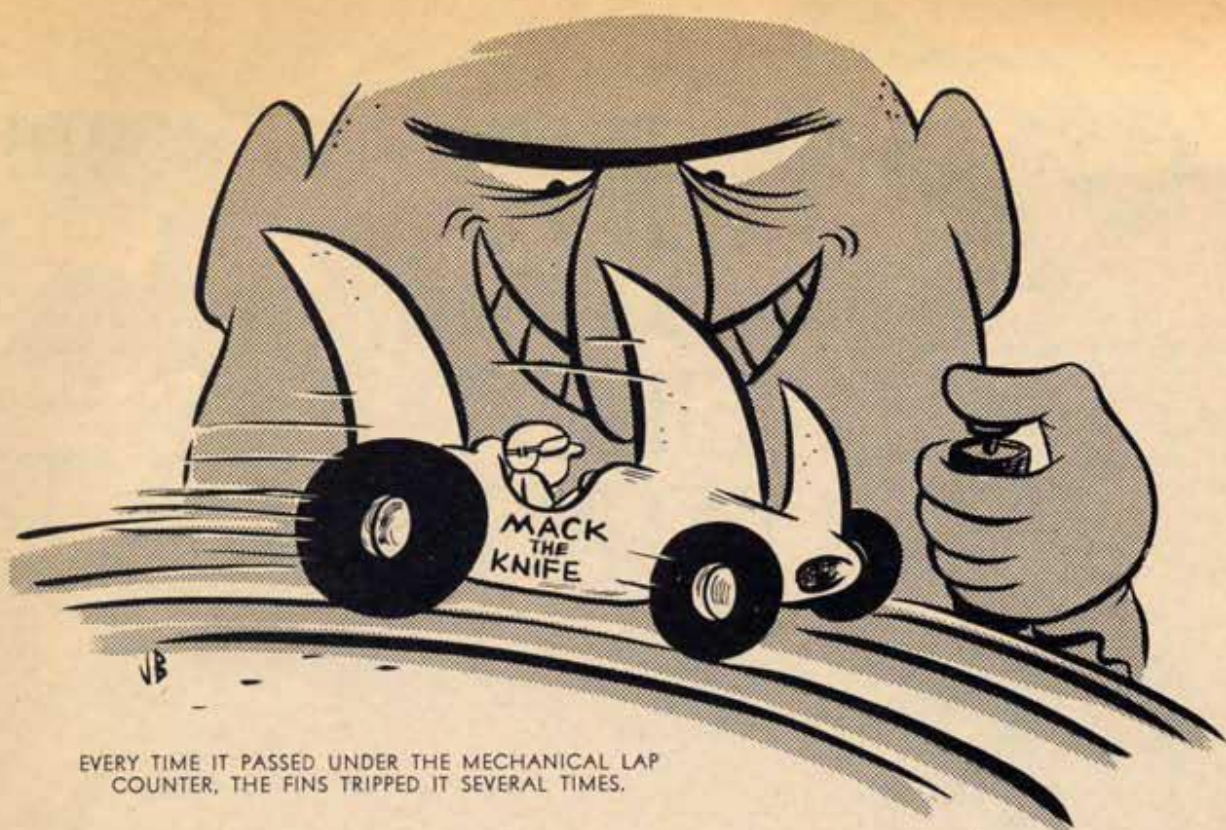
Well, next week he showed up with a car exactly the same as mine but he also had a trailer behind it with many more fins on it. It was a pushover for him as he registered 5,274 laps in about 10 minutes.

The following week I countered with



THE CAR UNFOLDED SIDWAYS AND GUIDES
DESCENDED INTO ALL FOUR SLOTS.

MODEL CAR SCIENCE



EVERY TIME IT PASSED UNDER THE MECHANICAL LAP COUNTER, THE FINS TRIPPED IT SEVERAL TIMES.

my latest creation, the brainchild of sheer desperation, the "spin proof" car. It slightly resembled a saucer, with wheels on it. I was able to take corners at a fantastic speed, the car would just continue on. Sideways it looked the same as going in the conventional direction . . . spinning just did not change its attitude. Needless to say, I was the winner that night.

Our weekly meetings became increasingly more ferocious, and frankly I thought that we had reached the limit when one night McTrack appeared with a grin on his face and a real slingshot dragster in his hands. It really looked like a slingshot. "U" handle, rubber bands, the works. Oh yeah, it also had an oversize engine and two large slicks. At the begin-

ning of each straight the "car" shot itself forward, sort of self propelled slingshot manner. When the slingshot nosed me out at the final turn I knew that the era of limitless car building has come to an end. All of a sudden I realized that the only way I could outdo him was to tamper with my track. And tamper I did.

There is a lake on my course, just outside a dangerous, high speed turn. I filled it up with epoxy resin that night just before he was due to show up. With a bit of tactics I managed to scare him into overshooting his mark at that turn. His latest creation, the super bomb of its day, flew off the track and hit the epoxy with an almighty splash. At first McTrack thought that it was "only" water, but the car sank suspiciously slowly. As the last bubble slowly rose to the surface, it dawned on him: This car was irrevocably epoxied together, a dripping sticky mess. . .

But to my surprise McTrack reached for my hand and shook it. "I must confess," he said, "I also fooled around with my lake on my track . . . it has acetone in it mixed with sulphuric acid. Your car would just disintegrate in it and the body would just melt."

Call it "great minds think alike" or "one fool in a crowd makes a hundred more," we realized that we channeled our talents in the wrong direction. We vowed there and then that from here on we will race fair and square. *Realism* will be our motto. I can hardly wait to see what his next slot car will look like . . . operating windshield wipers maybe?



HIS LATEST CREATION FLEW OFF THE TRACK AND HIT THE EPOXY WITH AN ALMIGHTY SPLASH.

MCS

Spotlights: TRACK of the MONTH

Photos by U.S. NAVY

NINETEEN CREWMEMBERS of the repair ship USS Markab make up what may be the only slot car racing club aboard a U.S. Navy ship.

The club, known as MEMRC (Markab Engineering Model Racing Club) has its own track aboard the ship where informal races are conducted any time two enthusiasts have a spare moment at the same time.

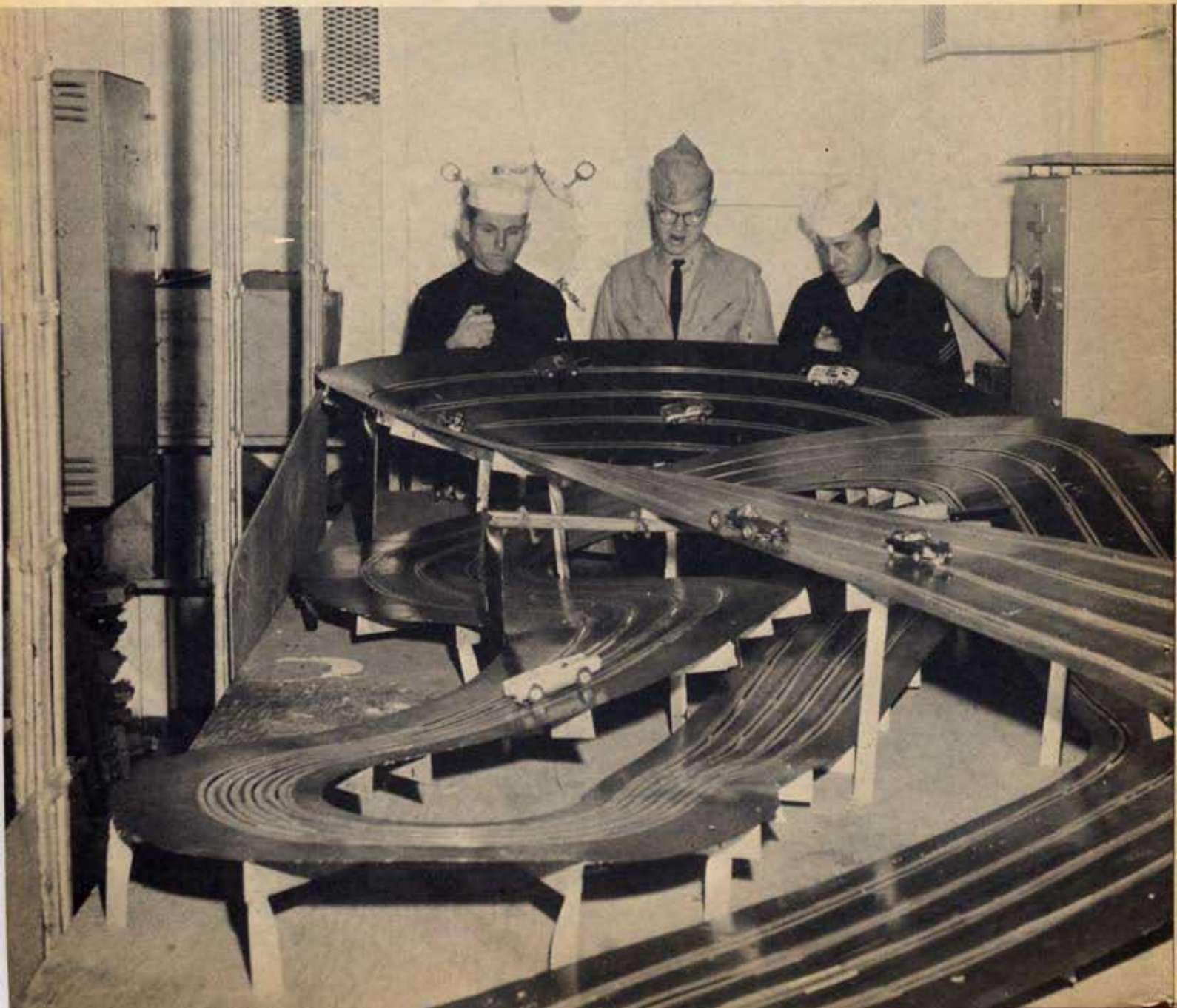
Lt. (j.g.) John Stiles, Markab's dam-

FLOATING SLOT TRACK

age control assistant, was the motivating force behind this unique off-duty activity and serves as officer advisor for the club.

According to Lt. Stiles, the club was organized soon after the Markab left the States in June and the track was finished about a month later.

The track aboard Markab is about 70 feet in length. It is a four slot layout with a high-banked turn which the mod-



els take at top speed, and chicanes, points at which the slots squeeze so close together that cars in adjacent lanes can collide.

Most tracks are made of wood or other fibrous material, but MEMRC members chose to employ sheet metal because it is easier to form and can be banked higher. Crewmembers have installed the track in the Markab's degaussing generator room on the main deck.

Most Markab enthusiasts have made their own cars. These cars are accurate scales of authentic autos, ranging from sports cars through stock and customized dragsters to formula racers.



VETTE VS JAG — And the Corvette seems to be getting the best of the Jaguar, as Navymen Charles Carlton and Gary Popkin put their cars through a high-speed turn.



PIT STOP — When things go wrong, or a new car is needed, club members go to the crews' lounge where they can work on their cars. L to R are Tom Duffy of Altus, Okla.; Pat Halterman of Reseda, Calif.; and Charles Carlton of Springfield, Mo.

Banking into the highest turn of their 70-ft., sheet metal track, USS Markab Navymen keep precise control over their cars to avoid collisions and spills. Instead of wood or other fibrous materials, the Navymen decided to build their raceway of sheet metal, allowing them to form more intricate turns and steeper banks.

1/32 & 1/24 SCALE RACERS TO COMPETE IN MINRA'S FIRST NORTHEASTERN MEET

There's still time to enter!

SLOT MASTER COMPETITION CONTROLS

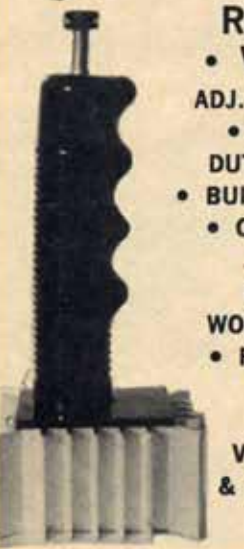


TRANSISTORIZED
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- BUILT IN BRAKE
- ALL METAL WORK PARTS

EXPERTLY ENGIN-
EERED XISTER
CIRCUIT
ALUM HEAT
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TRC 1000
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DUTY RHEOSTAT
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HANDLE

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SEE DEALER OR SEND CHECK TO

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SANTA MONICA, CAL.

The Miniature International Racing Association breaks the barrier with their running of the first northeast Grand National Road Racing Championships in the United States. Using this event as a pilot model, MINRA's Executive Administrator, Homer Leovas, stated that similar events will be staged around the country with an eventual head to head meet on a National level.

MINRA, having gotten its feet wet conducting two very successful International Drag Racing Events these past two years (their third Drags to be held in late August in Florida) has scheduled this championship event to cover the northeastern area of the country.

The Grand Nationals will be run in two phases. First, on a regional level where a series of six races for both 1/24th Grand Prix and 1/32 Grand Touring and Sports, will be run on each of the 20 participating tracks. Points will be awarded to the nightly winners and finalists will be determined by each contestant's best four of six races. Each track will award trophies to the first three places in both scales.

Tentatively the site and program for the Grand Nationals has been set in conjunction with the running of the SCCA National Road Race during the mid-summer months at Lima Rock Park, Lakeville, Connecticut. All regional first place winners (again in both scales) will compete in the MINRA Grand Nationals. Lime Rock Park will present to each of these local winners two passes to the SCCA Races and award two Lime Rock Park trophies, in addition to making the Grand National winners Honorary Co-Marshals of their event, which includes a tour of the track on race day.

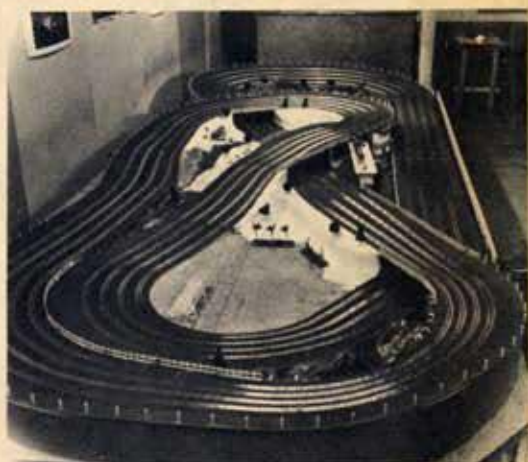
The MINRA Awards, totaling well over \$1500 in bonds and merchandise will be presented to each of the finalists.

To add a little extra to the program, MINRA will provide each Regional winner with overnight motel accommodations, in addition to their being MINRA's Guest at a Victory Banquet.

Why not check the track list for the one located nearest you, and contact



Regional awards for First to Third places in both 1/24 and 1/32 scale. The 4 1/2 inch Cobra and 6 1/2 inch Ferrari show relative size.



Dadens Bike & Hobby in Harwichport, Mass., features a four lane 1/24-1/32 road course with a lap distance of 80 feet.

them for local rules? Do it now, since some of the races will have started prior to your reading this announcement. If you would like to have your name placed on the reservation list for a copy of the Grand National Program (mailed in June) with info on tickets, hotels, schedule of races, etc., send 10¢ in stamps or coin (to cover cost in handling) to MINRA, Grand National Res. — P.O. Box 51, Englewood, New Jersey.



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with its built-in balance, low, low center of gravity, and exclusive spring-loaded, swing action pickup with Russkit's patented slant-guide. You get extra speed, naturally with more control than ever before.

And take another look at the Spyder package: with the outer wrapper removed it becomes a handsome, rugged, oil resistant "Trak-Pak", complete with sturdy plastic

handle . . . to carry your car and gear . . . it's another Russkit "first".

Choose between the famous Ferrari F1/62, and the incomparable Cooper Formula 1 . . . or build both. Each in 1/24th scale, and only \$7.00 at your hobby dealer. Let the Muffets sit on their tuffets. Put a Spyder on the track . . . and frighten the others away.

PRIDE and PERFORMANCE in a PACKAGE

Designed for Performance because It's Russkit . . . The Pride is yours because you build it.



Dynamic News

THE "WORD" FROM DYNAMIC MODELS

Vol. 2, No. 3

Van Nuys, California

April, 1965

GET BETTER THAN HIGH QUALITY ... GET DYNAMIC QUALITY-IT'S GUARANTEED!

Here's Proof That Our "DynaMite" Chassis Is The Best You Can Buy . . .



The ideal model race car chassis must have 5 important features: *lightweight, low center of gravity, ease of assembly, maximum adjustability and versatility.* The "DynaMite" Chassis is outstanding in every feature and here's proof . . .

LIGHTWEIGHT

All DynaMite chassis are "feather" light, high strength cast aluminum. For example, our new Cat. 500 Chassis weighs less than 1 ounce. If driving experience indicates extra weight is needed, a lead weight (Cat. 688) may be used.

EASE OF ASSEMBLY

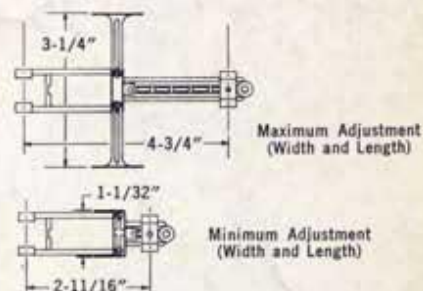
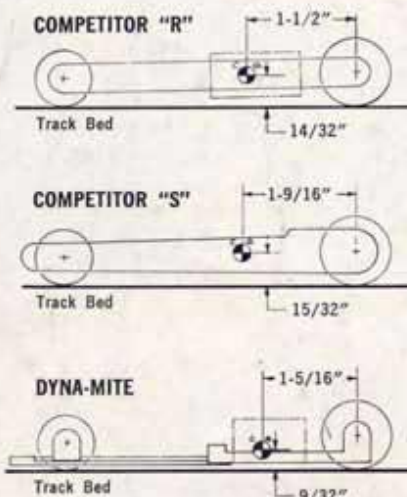
When you put your "scratch" car together, you want to do it quickly and easily with a minimum of equipment. Check these facts . . .

MANUFACTURER	ASSEMBLY TIME	NECESSARY TOOLS
Competitor "R"	Over 1 hour	Screwdriver, Knock-off-Nut Wrench, Patience
Competitor "S"	Over 3 hours	Same as above plus Soldering Iron and Knife
Dyna-Mite	34 minutes	Screwdriver and K-O-N Wrench

How's that for speed and simplicity?

LOW CENTER OF GRAVITY

The more your race car "hugs" the track bed, the easier it is to handle and *your* chances of accident are minimized. The DynaMite chassis has the lowest center of gravity as you can see . . .



MAXIMUM ADJUSTABILITY

The DynaMite chassis is adjustable for length and width with just a screwdriver. Other chassis adjust only for length and on some you even have to do a re-soldering job. Take the easy way.

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You won't believe it — but you can make over 3,000,000 different race cars using various Dynamic wheels, tires, axles, flags, K-O-Nuts, front ends, rear motor mounts, tongues, etc. *All changed with just a screwdriver.*

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Our huge volume makes it possible for us to produce the very highest quality products at low, low prices. Even more important is that *all* Dynamic accessories are interchangeable, you *know* that each and every part can be used whether you change your rolling frame, chassis, motor mounts or just an axle. You don't have to scrap anything you don't want to.

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